



Wayzata Boulevard Corridor Study

DRAFT | June 2023

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ACKNOWLEDGEMENTS

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PART A: CONTEXT

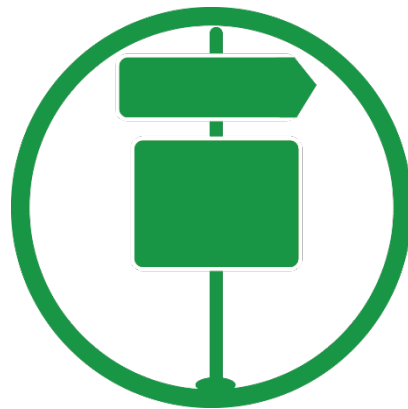
INTRODUCTION

A vibrant, active primary corridor is a major contributor to a thriving community – playing a significant role in defining the community’s identity and providing destinations. Wayzata Boulevard serves as a not only a major roadway within the community but connects thriving retail areas and welcoming neighborhoods. The Wayzata Boulevard Corridor Study set out to explore the future potential for this key area of the community.

Overall, the corridor study set out to explore opportunities and strategies for the future of Wayzata Boulevard and Central Avenue in four areas:



**Land Use &
Development**



**Safety
Improvements**



**Transportation &
Mobility**



Public Realm

PROJECT OVERVIEW

The city utilized a four-step process to develop this Plan. The process began by exploring existing conditions through broad community engagement and data-gathering. This outreach was integrated into a second step to explore opportunities and develop a draft community vision for Wayzata Boulevard. These elements were discussed with the community and other stakeholders, which led to an analysis of

PART A: CONTEXT

potential solutions and recommendations. These solutions and recommendations were then operationalized into a range of implementation strategies to guide decision-makers to accomplish desired goals.



A Corridor Study Committee was also created to guide the overall development of the planning process. The Committee was made up of the members of the City Council, Planning Commission and Housing and Redevelopment Authority. This group actively worked together to develop solutions for the community.

Understand Current Conditions

The initial step set out to understand current conditions, experiences, and needs throughout Wayzata Boulevard. This phase focused on exploring existing conditions that would be combined with the engagement efforts of the next phase to fully understand opportunities and priorities. The project team analyzed existing and future land use, transportation safety and operations, physical conditions, economic data, and population growth forecasts, among other data to understand current conditions and the policies and actions that have informed these conditions.

Explore Opportunities and Vision

The second step built upon the understanding of current conditions to explore opportunities and priorities for Wayzata Boulevard from the community. This effort built from community needs and desires and technical analysis to craft a vision for the corridor and supplementary guiding principles.

Analyze Solutions/ Solidify Recommendations

The third step of the process utilized the feedback and analysis of the first two steps to explore and analyze solutions and recommendations for Wayzata Boulevard. The project team analyzed the range of community input collected and developed draft strategies and recommendations to accomplish community desires. These draft strategies and recommendations were then reviewed with stakeholders to ensure that the final document would accurately reflect community understanding and support.

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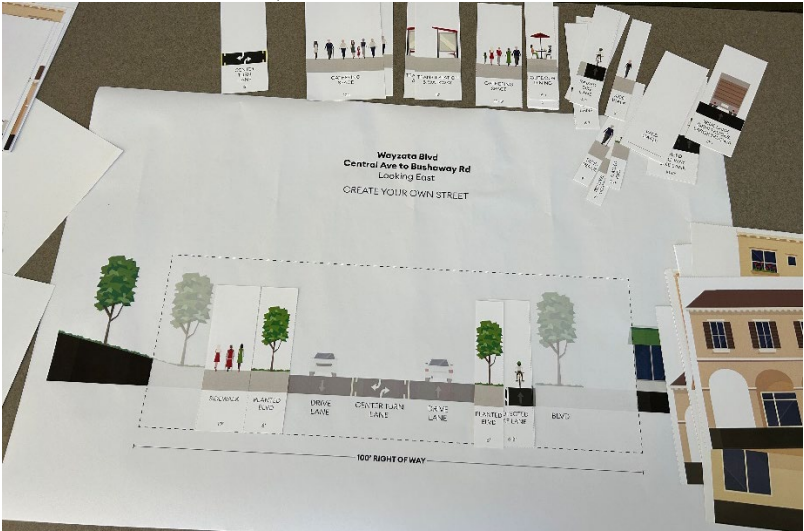
Implementation Strategies

The final step of the process analyzed the strategies and framework needed to implement the vision and guiding principles established through this corridor study process. Actions to support future land use and development strategies, mobility improvements, and public realm considerations were explored to create an implementation plan.

COMMUNITY ENGAGEMENT PROCESS

Engagement with the community was a critical element of the planning process. A public involvement plan was developed early in the process to outline the engagement techniques and methods that would be used to collaborate with the community on this planning process. Engagement efforts were groups into to primary phases:

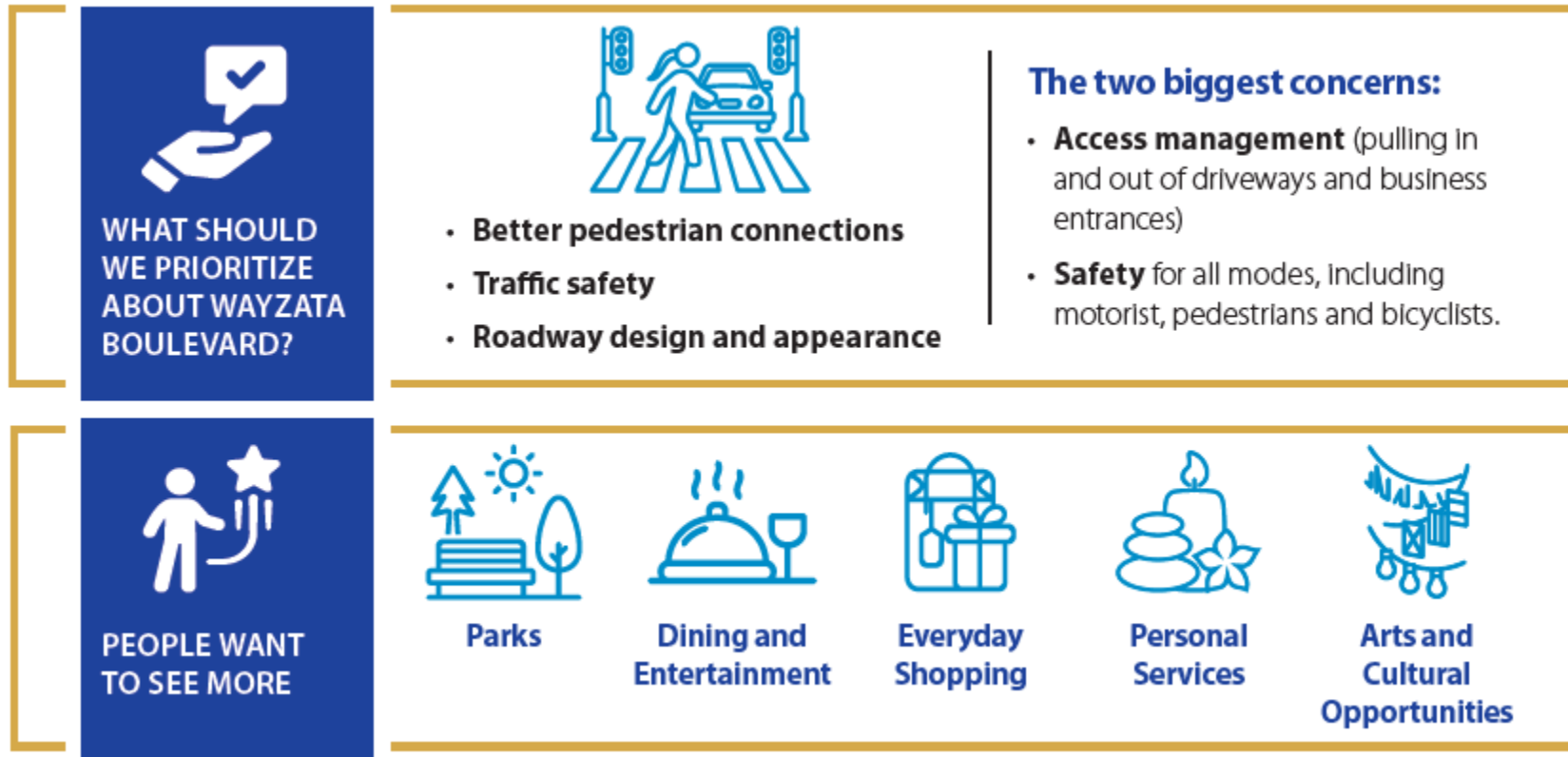
Engagement Phase	Goal/Intent	Engagement Methods
Phase 1	Initial data gathering and exploration phase to establish a corridor vision	<ul style="list-style-type: none"> • Community Survey • Pop-Up Event • Focus Groups
Phase 2	Explore opportunities and actions identified through a plan analysis.	<ul style="list-style-type: none"> • Pop-Up Events • Open House • Stakeholder Conversations



PART A: CONTEXT

Phase 1: Data Gathering and Exploration

The first phase of engagement included tailored engagement materials to learn about the community's existing experiences and opportunities for Wayzata Boulevard. Events included an online survey, pop-up event at James J. Hill Days and a focus group with local businesses, property owners, and stakeholders. Through these events, the project team learned about the community's priorities and what they want to see more of.



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Phase 2: Explore Opportunities

The second phase of engagement provided an opportunity to engage with the community on potential strategies and solutions for Wayzata Boulevard. Events included pop-up events at Lund's-Byerly's, an Open House, and Stakeholder Conversations. The input gathered through this phase provided an opportunity to ensure the study outcomes were aligning with the community's desires.



WHAT WERE
THE COMMON
THEMES?

- The development and built environment along Wayzata Boulevard create an opportunity to **maintain the charm and services** needed for the community. It should have its own identity.
- Infrastructure to support **movement by all modes** (e.g., walking, biking, and driving) is important, but the **safety** for everyone must be prioritized.
- Enhancing the **plantings, landscaping and green spaces** along the corridor, along with **access to parks and recreation**, is desired.



WHERE ARE
INVESTMENTS
WANTED?



Additional
Sidewalks
and Trails



Improved
Crossings
for Bikes and
Pedestrians



Increased
plantings and
landscaping



Investments
in Parks and
Open Spaces



Improvements
to sight-lines

PART A: CONTEXT

HOW TO USE THE CORRIDOR STUDY

This Plan was designed to articulate the community's preferences for a wide range of factors affecting Wayzata Boulevard, including its visual and physical character, services, amenities, transportation system, future development, and experiences. It is intended to be used by city staff, developers, elected officials, and economic development professionals as a framework for future decision making. The Corridor Study should not be viewed as an uncompromising "blueprint" for what Wayzata Boulevard will look like, but rather a guide for decisions that support the community's desires specific to the area.

WAYZATA BOULEVARD TODAY

Wayzata Boulevard provides many functions for the Wayzata Community. In its current status, the corridor provides a traffic thoroughfare that supports local and regional trips. The current character of the eastern and western segments of Wayzata Boulevard is a legacy of its former state highway designation. However, the vision established by the 2040 plan demands a reconsideration of the physical configuration and potential for future improvement. In addition to Wayzata Boulevard, the study will also incorporate a functionally similar section of Central Ave N from Wayzata Blvd E to Highway 12 with similar characteristics. The city has a unique opportunity to work with the community to create a plan for the corridor. This was highlighted as an important project in the City's Strategic Plan and 2040 Comprehensive Plan.

Wayzata Boulevard is a former state highway, and it has been noted that there are concerns about the number and severity of the crashes in the corridor, specifically (East/West) of and including Central Avenue. There are also gaps in the pedestrian and bicycle networks and the local transit line is underutilized.

STUDY AREA

Wayzata Boulevard stretches from the eastern to western edge of the community with varying characteristics. The study area can be broken down into four individual areas, each defining the specific character of the corridor. The map above, and study area



PART A: CONTEXT

descriptions below, provide an initial understanding of the corridor, highlighting an overview of development opportunities within the study area.

East Gateway: Hwy 12 to Superior Boulevard



This segment is the main business area along Wayzata Boulevard and a Hennepin County roadway. This auto focused area includes a variety of commercial businesses, including drive-thru restaurants, retail businesses, and office locations. The roadway includes a 5-lane section, including two travel lanes in each direction with a center left-turn lane. A sidewalk is available on either side of the roadway for many parts of this segment.

North Gateway: Central Avenue from Wayzata Boulevard to Hwy 12

Central Avenue North and is the only segment outside of the Wayzata Blvd corridor. This segment is included because it functions similar to Wayzata Boulevard east of Superior Blvd as a busy conduit connecting to Highway 12. It has a strong commercial presence along with single-family homes on the west side. Central Avenue is also under Hennepin County's jurisdiction and includes two travel lanes in each direction.

Town Core: Minnetonka Avenue to Superior Boulevard

This segment has a mixture of land uses in the central core neighborhood with commercial, multi-family, school, and single-family homes fronting on a road that underwent a two-lane conversion and landscaped medians in the mid-2010's. This conversion created a two-lane street with a landscape median and sidewalks on either side.

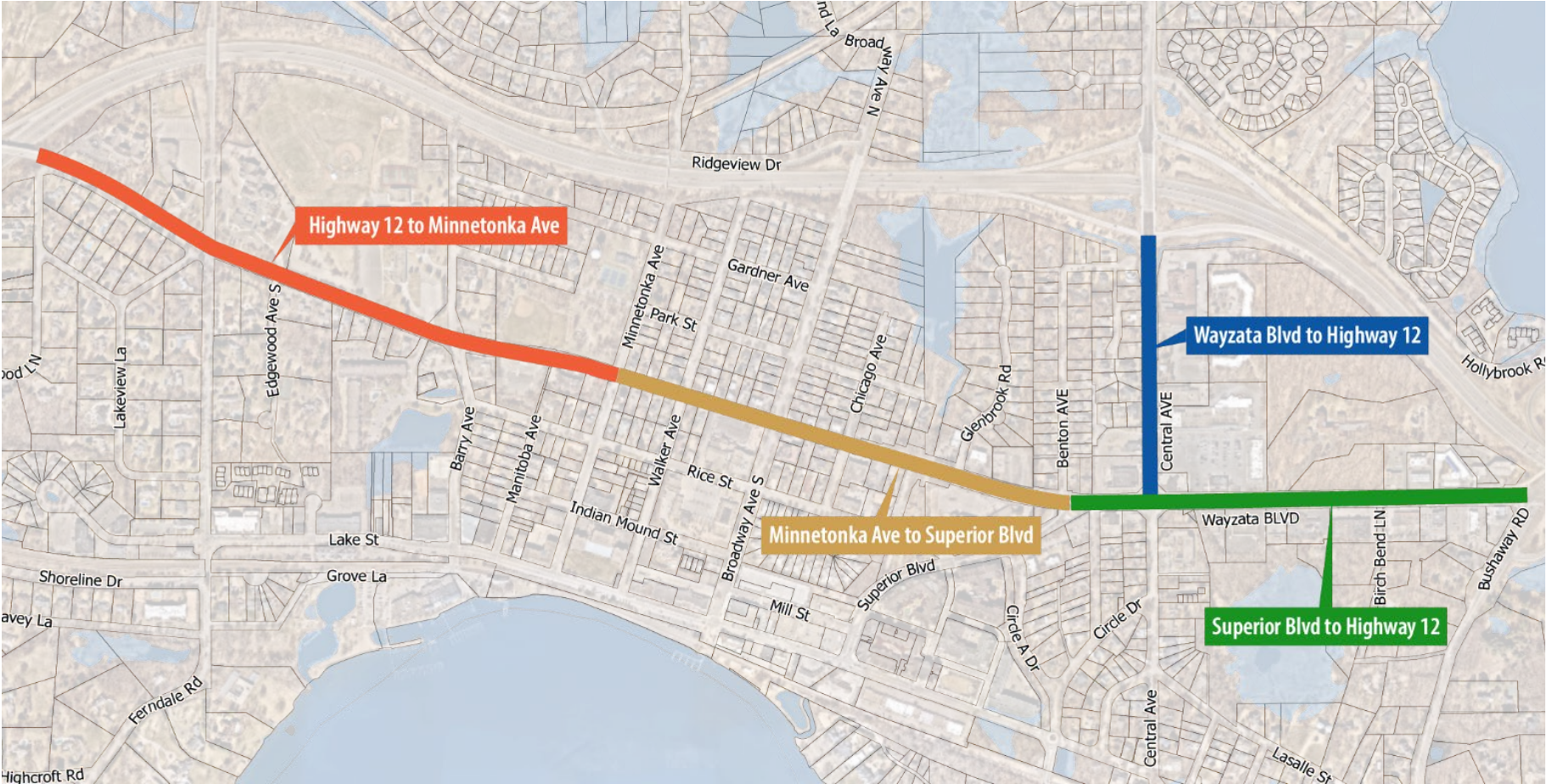
The corridor study in this area will focus on the impacts of desired development in the future along this stretch, consider the new design standards, and evaluate supplemental safety improvements to pedestrian and cyclist infrastructure.



PART A: CONTEXT

West Gateway: Hwy 12 to Minnetonka Avenue

This section has larger parcels of land and more institutional ownership than the other segments as well as more single-family homes, multi-family, recreational facilities, and a current park and ride site. This section continues the two-lane roadway without the center median. Sidewalks are also available on either side; however, the distance from curb line varies. There will likely be less development pressure along this segment due to land use. This area may provide future regional trail connectivity between the Luce Line and Dakota Rail trails, so balancing pedestrian and cyclist safety and connections with vehicular traffic are significant priorities.



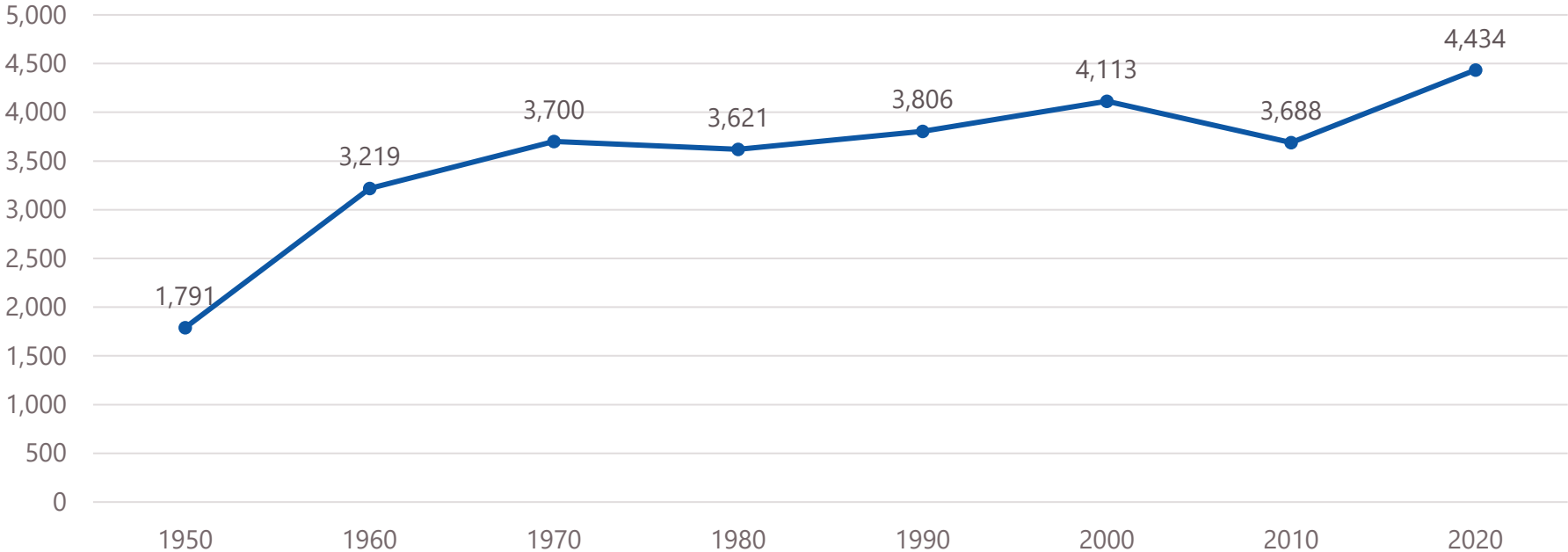
PART A: CONTEXT

SOCIAL CONTEXT

Exploring the varied characteristics of the community is one way to explore potential issues and opportunities that apply today and into the future. This section explores various data points to provide an understanding of the community.

Population Growth and Projections

In 2020, Wayzata had a population of 4,434 people according to the 2020 US Census. This population represents an increase of 20.2 percent from the 2010 recorded population of 3,688. The community as a whole has experienced an overall positive growth trend over the last seventy years, growing from a population of 1,791 in 1950. The growth experienced between 2010 and 2020 is the largest ten-year growth rate since 1960 to 1970.



Source: Decennial U.S. Census, 1950 - 2020

The Metropolitan Council projects population, household, and employment growth for each community as part of the Comprehensive Plan process. These projections are used to set a growth framework to build the plan upon. Projections were developed in 2015/2016 and were

PART A: CONTEXT

calculated from the 2010 US Census count and were created for years 2020, 2030, and 2040. The following table has been updated to include the 2020 Census count or ACS estimate data, rather than the previous projection.

	2010 Count	2020* Count	2030 Projection	2040 Projection
Population	3,688*	4,434*	4,120	4,260
Households	1,795*	2,247**	2,570	2,680
Employment	4,567*	5,992**	5,400	5,540

*US Census 2010 and 2020 data

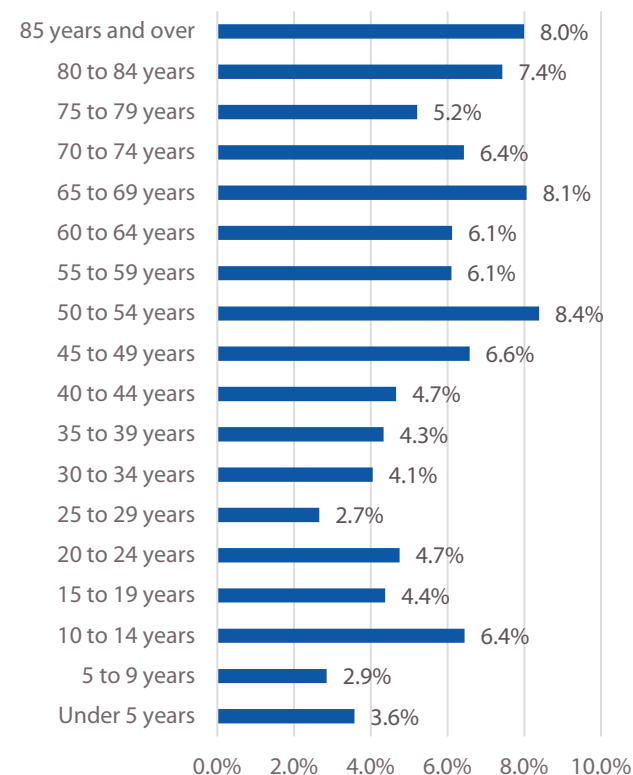
**American Community Survey 2019 and 2020 data

Source: U.S. Census, 2010 & 2020; ACS 2019 & 2020, Metropolitan Council, City of Wayzata

Population by Age

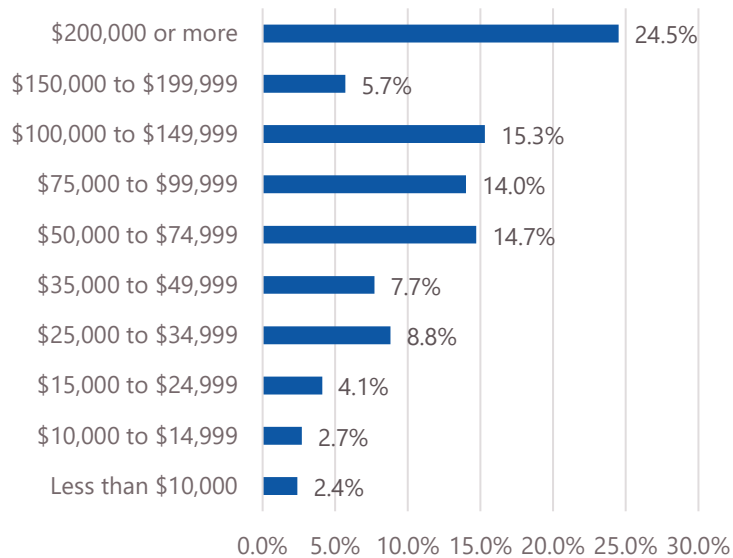
As services, needs, and mobility options vary by age, it is helpful to assess the population through age cohorts. One primary method of doing this is an analysis of residents by age group (generally in groups of five years). Similar to a population pyramid, the shape of this bar chart provides insight into the population changes and can help us create goals and recommendations that respond to specific needs of these age groups, such as providing mobility options, land use changes, and social gather spaces.

The bar chart displays the distribution of age cohorts according to the 2020 ACS estimates. Overall, the distribution of age groups is fairly even, showing a relatively stable population. However, the smallest age groups are 25 to 29 years and 0 to 9 years. The median age in the community is 53.6 years, which is slightly higher than some surrounding communities.



PART A: CONTEXT

Income

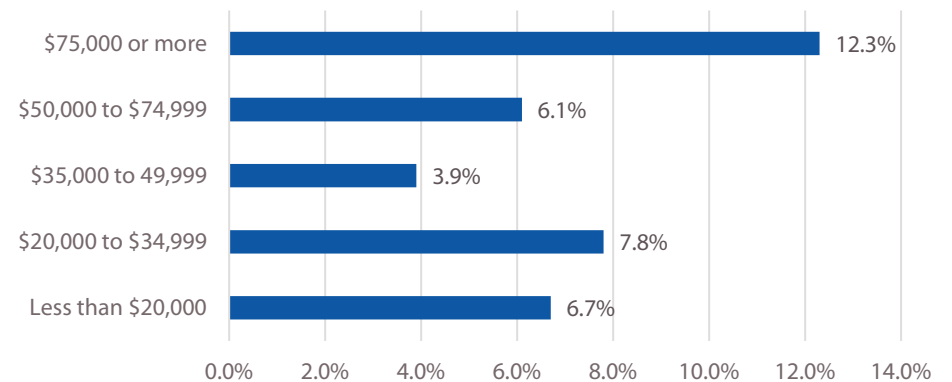


The financial health of a community is generally examined using household median income. Median household income is calculated by combining the income of all people living in a single housing unit. The median income can also be explored for different households or population groups, like families. The 2020 ACS median income was \$88,431, slightly over the average median income for Hennepin County of \$81,169.

The distribution of income across income levels provides a unique perspective of the distribution of income throughout the community. Nearly one quarter of the households within the community have an annual income of \$200,000 or more. Conversely, a quarter of the households earn less than \$50,000.

Housing Costs

A key measurement of the affordability of a community is the ratio of housing costs to income. Generally, affordable housing should cost no more than 30 percent of a household's annual income. For example, a household earning \$100,000 and spending \$30,000 or less annually (or \$2,500 per month) would be considered affordable. On average, housing costs within the community are \$1,829 per month, supporting an annual income of \$73,160. The ACS estimates the monthly housing costs as a percent of income for certain income brackets within the community. Each of the income brackets explored has a percentage of households spending over 30 percent of their income. The largest group experiencing housing cost burdens include households earning \$75,000 or more annually, with 12.3 percent of these households spending over \$22,500 annually or \$1,875 monthly.



PART A: CONTEXT

DEVELOPMENT AND LAND USE CONTEXT

Existing Land Use

Existing land use provides an understanding of how land is being used today. This information helps to understand the overall context of the community and general development patterns. Land use categories identify various residential, commercial, public, and open space uses throughout the community. Within the study area, the primary uses adjacent to the corridor include Commercial, Central Core Residential, High Density Residential, Parks, and Institutional/Public. Each of these categories are described below.

Land Use Category	Description
Central Core Residential	The Central Core Residential category represents the single-family residential development located in the central core of Wayzata. These homes include smaller lot sizes, with densities of 3 to 6 units per acre. Single-family units are the primary uses within this district.
High Density Residential	The High-Density Residential category allows for the highest density standalone residential uses at a density of at least 12 units per acre. Residential uses within this category predominately include multi-unit and multi-story buildings.
Commercial	The Commercial category represents traditional retail sales and service uses. This broad category includes office uses, shopping opportunities, and other general service uses.
Public/Institutional	The Institutional/Public category represents publicly owned buildings and properties that typically provide a community service. This can include schools, churches and government buildings.
Parks	The Parks category represents recreation facilities and lands owned by the city or other public jurisdictions. These uses provide some form of recreation or public use for the general public. Park uses can include a dedicated city park, sports field or nature preserve.

Future Land Use

The 2040 Comprehensive Plan serves as the community’s guiding document for development decisions, with a key tool being the future land use plan. Many of the existing land use categories near the study area remain consistent with the future land use plan, other than the designation of a new land use category, Mixed-Use Commercial/Residential. This category was created as part of the Comprehensive Plan to

PART A: CONTEXT

create opportunities for redevelopment within the community that supported both the existing commercial development with opportunities for residential growth.

Land Use Category	Description
Mixed-Use Commercial/Residential	The Mixed-Use Commercial/Residential land use category represents a broad range of uses that represent retail, service, office and multi-family residential.

The intent of the Mixed-Use Commercial/Residential category is to encourage development that responds to the characteristics and locality of the property, while encouraging a mixture of development types to serve residents. The category has been designated in areas that are traditionally commercial uses. This designation allows for the continued use of commercial development but encourages the inclusion of residential uses. Areas designated for the Mixed-Use Commercial/Residential category are primarily located along the Wayzata Boulevard corridor.

MOBILITY CONTEXT

Understanding how people move throughout a community and study area provides insight into overall patterns and trends. Whether by car, bike, foot, chair, or bus, all modes of transportation should be explored, understanding the infrastructure dedicated to each mode and the resulting access, connectivity, and safety.

Roadways

The study area for the Wayzata Boundary Corridor Study encompasses all of Wayzata Boulevard from Highway 12 on the west side to Highway 12 and Bushaway Road on the east side and Central Avenue from Wayzata Boulevard to Highway 12. There are a number of intersecting local roadways throughout the study area. The City of Wayzata and Hennepin County both have jurisdiction over roadways within the study area. Hennepin County has jurisdiction of Highway 101, also known as Central Avenue from Highway 12 to Wayzata Boulevard and Wayzata Boulevard from Central Avenue to Highway 12. All other roadways are local roadways under the jurisdiction of the City of Wayzata.



PART A: CONTEXT

Roadway Volumes

Existing and forecasted traffic volumes provide an understanding of the overall use of a roadway and can be used to analyze potential cross sections and design improvements. The most recent traffic volumes collected within the study area were collected as part of the Comprehensive Plan. Volumes are presented as the number of trips on that segment of roadway on a daily basis. The existing volumes identified within the Comprehensive Plan range from 10,000 to 21,800 vehicles per day (vpd) throughout the study area. The Comprehensive Plan also forecasted future traffic volumes for the year 2040, based on development trends and anticipated growth rates. This analysis forecasted growth to 12,300 to 25,000 vehicles per day within the study area. The following table identifies the existing and forecasted volumes for each segment of the corridor.

Roadway Segment	Existing Volume	2040 Forecasted Volume	% Increase
Wayzata Boulevard – from Highway 12 to Minnetonka Avenue	10,000 vpd	12,300 vpd	23.0%
Wayzata Boulevard from Minnetonka Avenue to Superior Boulevard	14,700 vpd	17,000 vpd	15.6%
Wayzata Boulevard from Superior Boulevard to Highway 12	21,800 vpd	25,000 vpd	14.7%
Central Avenue from Wayzata Boulevard to Highway 12	17,400 vpd	22,000 vpd	26.4%

Source: 2040 Comprehensive Plan, MnDOT

Bike and Pedestrian Infrastructure

In addition to the roadways within the study area, bicycle and pedestrian infrastructure rounds out the mobility options along Wayzata Boulevard. Bicycle and pedestrian infrastructure include both the dedicated travel facilities (i.e., sidewalks, trails, and lanes) and the facilities or improvements that aid movement by walking, biking, and rolling (i.e., crosswalks, median refuge, and pedestrian signs/lights). Infrastructure within the study area primarily includes sidewalks that range in width from 4 to 8 feet along with painted and/or signed crosswalks. Recent improvements at some intersections include median refuge opportunities, allowing for someone to cross halfway before the next break in traffic. There are a number of gaps in the sidewalk network that inhibit connectivity, particularly on the south side of Wayzata Boulevard. These identified gaps include gaps where no specific accessible pedestrian facility is provided.

Bicycle infrastructure is also available within the study area. By law, bicycles have the right of way to share a driving lane with vehicles when no other facility is available. This includes a standard 4- to 6-foot-wide sidewalk that is primarily designed for pedestrian traffic. However, there are specific bicycle treatments and facilities that can be constructed. Dedicated on-street bike lanes are currently in use within the city.

PART A: CONTEXT

While not available on Wayzata Boulevard, dedicated bike lanes are included on Barry Avenue and Shared Lanes or Sharrows are available on Ferndale Road. The Sharrows are pavement markings that direct bicycle traffic to utilize the driving lane.

There are a number of intersections with infrastructure to support the safe crossing of bicycles and pedestrians within the corridor. Many of the existing intersections have paved crosswalks to indicate a crossing location to all modes. Additionally, intersections controlled by a traffic signal provide a pedestrian controlled crossing and timing system to facilitate crossing.

Crash History

Crash data from the Minnesota Crash Mapping Analysis Tool (MnCMAT) was reviewed for the years 2012 through 2021. Five years of historic crash data is reviewed for all transportation modes. Ten years of historic crash data was reviewed for crashes involving pedestrians and bicyclists. Within the years 2017 through 2021, 258 crashes were reported on Wayzata Blvd and Central Ave within the study area. Approximately 63 percent of the total crashes were Rear End and Angle crash types. For the analysis of the corridor study, we are particularly interested in crashes that are a result of roadway design or function, rather than weather or other related incidents. Approximately 28 percent of total crashes involved Serious or Minor Injuries. The majority of crashes, 71 percent, were classified as Property Damage Only, indicating the no injury occurred. Note that of the crashes reviewed, one was fatal (2017), and one involved serious injury (2021).

Crash Types, 2017 - 2021

Crash Type	Total Crashes	% of Total
Pedestrian	4	1.6%
Bike	1	0.4%
Single Vehicle Run Off Road	16	6.2%
Single Vehicle Other	2	0.8%
Sideswipe Same Direction	30	11.6%
Sideswipe Opposing Direction	4	1.6%
Rear End	66	25.6%
Head On	4	1.6%
Left Turn	22	8.5%
Angle	98	38.0%
Other	11	4.3%
Total	258	--

PART A: CONTEXT

Crash Severity, 2017 - 2021

Crash Type	Total Crashes	% of Total
Fatal	1	0.4%
Serious Injury	1	0.4%
Minor Injury	33	12.8%
Possible Injury	40	15.5%
Property Damage Only	1883	70.9%
Total	258	--

The majority of crashes were localized on the segment of Wayzata Blvd between Central Ave and Highway 12 to the east, and on the segment of Central Avenue between Wayzata Blvd and Highway 12 to the north. These areas not only have higher daily traffic volumes than the western segment; they also have access in closer proximity, and more complex lane configurations for travelers to navigate. Exploring the crash types and their density along various segments of the roadway is helpful for understanding opportunities for improvements. For example, there is a high density of Angle Crashes along the eastern segment of Wayzata Boulevard where there is also a higher density of local access points. Additionally, there is a density of rear end crashes (also identified as front to rear) along Wayzata Boulevard between Superior Boulevard and Central Avenue. This area includes two traffic signals and is an area of many turning movements off of the corridor. At least 12 of the 66 rear end crashes are located in this short segment of the corridor.

Other factors of the crash history should also be examined to understand a complete picture of any safety problems or considerations. As a winter season community, environmental factors are also a contributing factor to crashes. While some crashes are inevitable due to driver activity, the conditions of the roadway (e.g., snow covered, wet) and the season can influence crashes or increase severity.

PART A: CONTEXT

Pedestrian and Bicycle Crashes

Pedestrian and bicycle crash data from the Minnesota Crash Mapping Analysis Tool (MnCMAT) was reviewed for the years 2012 through 2021. Within the years 2012 through 2021, 508 crashes were reported on Wayzata Blvd and Central Ave within the study area. Of these, there were twelve reported crashes involving a pedestrian or bicyclist. Nine crashes involved pedestrians and three involved bicyclists: of these, two involved serious injuries.

The majority of pedestrian and bicycle crashes followed the larger all-traffic crash trends of occurring on the segment of Wayzata Blvd between Central Ave and US 12 to the east, and on the segment of Central Avenue between Wayzata Blvd and US 12 to the north.

Pedestrian and Bicycle Crashes, 2012 - 2021

Crash Year	Crash Type	Severity
2012	Pedestrian	Minor Injury
2013	Bike	Minor Injury
2014	Pedestrian	Possible Injury
2015	Pedestrian	Possible Injury
2015	Bike	Serious Injury
2016	Pedestrian	Serious Injury
2016	Pedestrian	Minor Injury
2017	Pedestrian	Minor Injury
2017	Pedestrian	Minor Injury
2019	Pedestrian	Minor Injury
2019	Bike	Possible Injury
2020	Pedestrian	Possible Injury

PART B: VISION & GUIDING PRINCIPLES

PART B: VISION & GUIDING PRINCIPLES

Wayzata Boulevard is a fixture of the Wayzata Community. The corridor plays a number of functions, each evolving with development changes, public investments, and economic growth. On average over 30,000 vehicles use at least one of the three study area termini to enter or exit the community. The transportation infrastructure and adjacent development inform the experiences and impressions for each of these travelers.

This technical memorandum identifies the vision for Wayzata Boulevard as a result of the Wayzata Boulevard Corridor Study. This memorandum will be used throughout the development of the elements of the planning process and will inform the development of the final corridor study.



WHAT IS A CORRIDOR VISION?

The Wayzata Boulevard Corridor Study will define policy and implementation actions to support development, mobility, and public realm investments for years to come. A corridor vision provides a framework for supporting future decisions, public investments, and partnerships that support long-term community plans and needs. The vision statement needs to be broad enough to provide long-term guidance for the entire corridor, but with enough specificity to represent community input and guide investment.

Guiding Principles are an additional tool to support decision making and the corridor vision. They are intended to provide a big-picture direction and priorities for the corridor. They represent the community's needs and desires and connect to future investment and policy decisions. These elements will specifically inform the recommendations of the plan.

PART B: VISION & GUIDING PRINCIPLES

COMMUNITY INPUT

Community input was a cornerstone of the Wayzata Boulevard Corridor Study process. Multiple themes were identified through engagement opportunities and these themes informed the development of the corridor vision and supporting guiding principles.



SAFETY

Safety for all modes should be prioritized through moderation of speed and street design



MANAGE MOBILITY

A balance between local access and overall mobility is desired to meet the various user needs.



PARKS & OPEN SPACE

The existing parks and open spaces in the study area are highly valued and should be prioritized for investment and maintenance.



ARTS & CULTURE

The corridor provides an opportunity to showcase the community's culture and charm.



DESIGN & APPEARANCE

Development trends and patterns have shaped the corridor today and recent zoning and regulation updates are shaping the corridor appearance.



DEVELOPMENT

There are many valued and established developments along the corridor and a number of opportunities for investment and change. Development can be a means to achieve greater improvement to the corridor than public investment alone can accomplish.

PART B: VISION & GUIDING PRINCIPLES



IDENTITY

Wayzata Boulevard supports the overall charm and identity of the community and serves as a key gateway to greet visitors and welcome residents home.



MULTI MODAL

Wayzata Boulevard should support safe and efficient movement by all modes. Where provided, multi-modal improvements will be context-appropriate and implemented to reinforce existing networks.



GOODS AND SERVICES

Development along the corridor provides essential goods and services for residents, and access to these destinations is important.



RESIDENTIAL

Residential development has been a component of the corridor for many years, and future growth can take many forms, but will remain compatible with Wayzata today.

CORRIDOR VISION

The vision for Wayzata Boulevard embraces the community's vision, mission, and values:

Wayzata Vision:

Wayzata is charming, socially connected, and walkable lakeside community. A multi-generational community at the forefront of sustainability, with a healthy environment, enticing parks and public spaces. It is a proud steward of its premier natural asset, Lake Minnetonka.

Wayzata Mission:

To preserve and enhance the quality of life of the community, in order to be the idyllic city on Lake Minnetonka to live, work, shop and play.

Wayzata Values

Responsiveness, Teamwork, Friendliness

PART B: VISION & GUIDING PRINCIPLES

WAYZATA BOULEVARD VISION

Wayzata Boulevard is a central element of the community's identity, providing connections, spaces, and destinations for community members and visitors. The corridor provides an opportunity for social, physical, and employment connections. The Wayzata Boulevard vision embraces the following key elements:

SENSE OF PLACE AND IDENTITY

Wayzata Boulevard serves as the gateway to the community, greeting visitors and welcoming residents home, so it is imperative to create unique opportunities to highlight the community charm and identity.

MOBILITY OPTIONS

Investment in Wayzata Boulevard will support safe and efficient mobility for all transportation modes.

PEDESTRIAN SAFETY

While safe transportation for all is important, investment to improve and complete the pedestrian network should be a priority.

RESIDENTIAL VIBRANCY

Wayzata Boulevard and the surrounding area is the heart of the Wayzata Community, fine grained land use adjustments and overlay zoning will provide opportunities to enhance existing residential areas and allow for varied redevelopment.

DESTINATIONS AND ACCESS

Many destinations within the community can be accessed from multiple modes, balancing needed access with overall mobility goals is a priority.

RANGE OF EMPLOYMENT

Wayzata Boulevard businesses provide a range of employment opportunities within the community, create opportunities for community members, provide needed community services, and welcome visitors into the community on a daily basis.

PART B: VISION & GUIDING PRINCIPLES

GUIDING PRINCIPLES

To support the Wayzata Boulevard corridor vision, eight guiding principles were created to support the specific direction and guidance to achieve the vision. The principles should be used as a tool for evaluating and directing future plans, decisions and investments. They encompass the corridor's future identity, safety, and public realm investments.

As future public and private investments are explored, the guiding principles should be used as a primary tool for evaluating projects and their fit within the plan. They are also intended to be used as a tool and framework for future policies, plans, and decision making.

1

Wayzata Boulevard serves as the **GATEWAY TO THE COMMUNITY**, creating opportunities to showcase and introduce community charm and identity through design, public infrastructure, and guided development.

2

Provide **SAFE, CONVENIENT**, and **PLEASANT** transportation options for all, through user-friendly features, such as sidewalks, crosswalks, bike lanes, lighting, signage, and more.

3

Expand on the diverse uses and development types of the corridor to optimize **ECONOMIC DEVELOPMENT** and **HOUSING** growth and investment opportunities.

4

Leverage the regional goals and opportunities to **INCREASE HOUSING ACCESS** and **AFFORDABILITY** through new housing opportunities along the corridor.

PART B: VISION & GUIDING PRINCIPLES

5

Promote investment, enhancement, and stewardship of the **NATURAL AND OPEN SPACES** along the corridor, expanding opportunities to enhance access for all.

6

Capture the value of existing parks and recreational destinations by exploring **PHYSICAL CONNECTIONS** and leverage the resources available to the community.

7

Promote **INVESTMENT** and **REDEVELOPMENT** along the Wayzata Boulevard Corridor to support the community’s goals and needs for **EMPLOYMENT AND SERVICE OFFERINGS**.

8

Create a **UNIFIED CORRIDOR** that builds on the overall identity of Wayzata, promotes its future potential, celebrates public art, and provides its own **UNIQUE SENSE OF PLACE**.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

INTRODUCTION

To communicate strategies and solutions that will aid the community in achieving the identified vision for Wayzata Boulevard and Central Avenue, strategies were analyzed for land use and development guidance, safety improvements, transportation and mobility considerations, and public realm concepts. Part C: Framework & Corridor Strategies outlines the identified strategies and overall framework for future action for the community along Wayzata Boulevard. This framework is organized into five sections – Framework Overview and the Segment Plans.

- **Wayzata Boulevard Framework Overview:** This section reviews the concepts and considerations that apply to the entirety of the study area and identifies the general framework for strategies.
- **Segment Specific Plans:** These four plans tailor the overall strategies to the specific segment of the study area to create context specific solutions. Illustrative plans are provided for each segment plan to illustrate the recommendations across the four focus areas.



WAYZATA BOULEVARD FRAMEWORK OVERVIEW

The framework the four topic areas establishing an overall approach and considerations that apply to the entirety of the study area. This framework provided the opportunity to create strategies and recommendations specific to each of the segments. Details of the overarching approach to each area should be reviewed to support the specific strategies described in the following segment plan sections.

LAND USE AND DEVELOPMENT



What is Land Use and Development?

Land Use and Development supports overall guidance for land use decision making and strategies for development and redevelopment investments within the community.

Common Engagement Themes

Service uses: The Wayzata Boulevard corridor supports some of the only service-based uses in the community, and access to those uses should be maintained.

Access to housing: Access to a variety of housing types that are affordable and available for new or transitioning community members is desired.

Connecting community spaces: While there is a wide range of use types along the corridor, the community emphasized the connection between uses and the desire for access and connection, particularly to green spaces.

Land Use and Development Framework Elements

Land use districts
Specific land use opportunities
Physical connection

The Wayzata Corridor Study is intended to establish an overall vision for the corridor with specific land use, transportation, safety, and streetscape strategies to achieve that vision. The land use and development component of the study is intended to build from the recommendations and guidance of the city's 2040 Comprehensive Plan and serve as a small area plan with additional guidance and recommendations beyond the traditional future land use approach. Recommendations identified within this section should be viewed as flexible, allowing the plan to respond to changing trends and needs through the decision-making process. This memorandum is not intended to be used as a proactive redevelopment plan; rather, it is a framework of strategies for implementation when the timing is appropriate.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Additionally, this technical memorandum is intended to introduce the land use concepts and guidance to be included within the corridor study. Additional details and recommendations will be developed in coordination with the transportation and streetscape components of the plan.









While the Comprehensive Plan will continue to serve as the primary guidance document for development decisions within the community, the Wayzata Boulevard Corridor Study identifies additional guidance, strategies and solutions that can inform future investments and decision making. In order to best serve as a supplement to the Comprehensive Plan, the land use opportunities along the corridor should be built from the future land uses identified in the 2040 Plan and provide additional context and detail.



As noted, there are generally five land uses categories used to guide development within the study area. These five categories provide broad context and recommendations to inform zoning and development decisions. However, analysis and community input within the study calls for further exploration and segmentation along the corridor. For example, mixed-use development opportunities for a large parcel, like the Colonial Square site at 1125 Wayzata Boulevard East, have different potential than smaller parcels, like the former gas station at 1022 Wayzata Boulevard East to the south. These land use opportunities have been categorized into eight districts that relate back to the future land use identified in the Comprehensive Plan but provide additional guidance and recommendations. The districts are identified in the following figure.



Wayzata Blvd



- | | |
|---|--|
|  Auto Oriented Commercial |  Neighborhood Mixed-Use |
|  Office, Service, and Mixed-Use |  Parks and Open Spaces |
|  High Intensity Mixed-Use |  Public Spaces |
|  Medium Intensity Mixed-Use |  Neighborhood Residential |

- | |
|--|
|  Crossing Beacon / Signage |
|  Gateway Signage / Banner Opportunity |



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Mixed-Use Districts

The Mixed-Use Commercial/Residential category allows for a range of uses that represent retail, service, office, and multi-family residential. This broad category can take many forms, including vertical mixed-use with ground floor commercial and upper floor residential or horizontal mixed-use with residential uses adjacent to commercial uses. There are a number of opportunities for mixed-use within the study area that have been organized into the following districts:

- Auto Oriented Commercial
- Office, Service and Mixed-Use
- High Intensity Mixed-Use
- Medium Intensity Mixed-Use
- Neighborhood Mixed-Use

Auto Oriented Commercial

The Auto Oriented Commercial District is intended to support general commercial uses that are more oriented to access by vehicles. Examples include gas stations, drive-throughs, and other service-oriented uses.

Guided Uses:	General commercial uses focused on auto oriented uses. This district would be the only one to allow drive-throughs as a conditional use, along with other auto-centric uses (e.g., gas station).
Building Height:	Maximum three-story
Building Orientation:	Structures should be oriented on the site for the proper management of circulation within the site for vehicles and relationships to access Wayzata Boulevard.
Residential Density:	N/A
Parking and Access:	Future development to be guided for shared access and parking as much as possible. Careful consideration of queuing for drive throughs and site circulation needed.
Other Considerations:	This district would be the only area where drive-throughs would be considered.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Office, Service and Mixed-Use

The Office, Service and Mixed-Use District is intended to support general commercial uses with opportunities for residential uses. This district provides opportunities for residential development but is not a primary focus.

Guided Uses:	General commercial uses with limited opportunities for vertical mixed-use (residential on upper floors)
Building Height:	Maximum three stories, no ground floor residential
Building Orientation:	Structures should be oriented to the street with parking located in the rear
Residential Density:	10 to 30 units/acre as allowed within the Comprehensive Plan, with opportunities for density bonuses as allowed within the city's code.
Parking and Access:	Future development should include opportunities for shared access to adjacent lots with parking located in the rear. Access points should be avoided within 100 feet of an intersection and should be spaced at least 300 feet from another access.
Other Considerations:	The district supports coordination between existing uses and future development opportunities.

High Intensity Mixed-Use

The High Intensity Mixed-Use District is intended to support the highest density mixed-use development within the community. The district supports a combination of vertical and horizontal mixed-use. Additional development may support service or office uses on upper floors, in addition to residential uses.

Guided Uses:	General commercial and high-density residential uses as horizontal or vertical mixed-use developments
Building Height:	Maximum four stories, with setback required for the fourth story as identified within the <i>Wayzata Design Standards</i> .
Building Orientation:	Structures should be oriented to the street with parking located in the rear.
Residential Density:	10 to 30 units/acre as allowed within the Comprehensive Plan, with opportunities for density bonuses as allowed within the city's code.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Parking and Access:	Future developments are to be guided for shared access and parking as possible with parking located in the rear. Access points should be avoided within 100 feet of an intersection and should be spaced at least 300 feet from another access. Additionally, tools to manage parking uses throughout the day can be used to limit the overall parking need (day versus evening parking).
Other Considerations:	This district provides opportunities to increase access to affordable housing through the density bonus tool to provide meaningful density increases throughout the corridor.

Medium Intensity Mixed-Use

The Medium Intensity Mixed-Use District is intended to support similar uses to the High Intensity Mixed-Use District on a smaller scale within the community. The district supports a combination of vertical and horizontal mixed-use. Additional development may support service or office uses on upper floors, in addition to residential uses.

Guided Uses:	General commercial and high-density residential uses as horizontal or vertical mixed-use developments
Building Height:	Maximum three stories
Building Orientation:	Structures should be oriented to the street with parking located in the rear.
Residential Density:	10 to 30 units/acre as allowed within the Comprehensive Plan, with opportunities for density bonuses as allowed within the city's code.
Parking and Access:	Future development to be guided for shared access and parking as possible with parking located in the rear. Additionally, tools to manage parking use throughout the day can be used to limit the overall parking need (day versus evening parking). Access points should be avoided within 100 feet of an intersection and should be spaced at least 300 feet from another access.
Other Considerations:	This district provides opportunities to increase access to affordable housing with higher densities. Additionally, horizontal mixed-use may function best within this district and create additional housing options.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Neighborhood Mixed-Use

The Neighborhood District is intended to support existing single-family and multi-family residential uses with the introduction of small-scale commercial uses. These uses exist today – from offices to in-home occupations. Generally, the district is intended to support the continued residential uses with possibilities for neighborhood commercial to be considered on smaller lots along the corridor.

Guided Uses:	Primarily single-family and multi-family residential uses with opportunities for neighborhood commercial uses, including personal services, professional services, and limited retail. The C-1A and C-1B zoning districts outline a framework that can be used to execute the mixed of uses within this district.
Building Height:	Maximum three stories
Building Orientation:	Development should be guided to align with existing development forms in the neighborhoods. Commercial uses should respect adjacent residential uses and fit within the context. For example, setback averaging may be used to promote a consistent experience.
Residential Density:	3 to 6 units per acre, but up to 30 units per acre for lots with existing multi-family residential
Parking and Access:	Individual access to be provided from side streets with parking requirements to align with the proposed use.
Other Considerations:	This district promotes the maintenance and enhancement of the existing neighborhoods with additional opportunity for services.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Public Districts

The Public Districts represent uses and spaces that provide a public asset or service within the community. The three land uses that align with these districts are the Institutional/Public, Parks, and Public Open Space land uses. These uses each align with open space and recreation areas or public services/resources (e.g., schools, religious institutions). For the purposes of this study, it is assumed that the following district will generally as they exist today:

- Parks and Open Space
- Public Spaces

Parks and Open Space

The Parks and Open Space District is intended to identify existing recreational and natural resources within the study area. These are fixtures within the community and are direct contributors to the quality of life and charm of the community. Stewardship and enhancement of these uses are supported within the plans' recommendations.

Guided Uses:	Open space, parks, and outdoor recreation
Building Height:	One story
Building Orientation:	Amenities and structures should be oriented to best align with the specific uses on site.
Residential Density:	N/A
Parking and Access:	If parking is provided, proper access from a side street to a small lot. Access from trails and sidewalks is highly encouraged.
Other Considerations:	Stewardship of existing resources and further enhancement is a major goal within this district.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Public Spaces

The Public Spaces District is intended to support existing institutional or public uses within the study area. From schools to religious institutions, there are a number of these uses along the corridor that contribute to the sense of place and identity of the corridor. Generally, these uses are supported to remain within the study area.

Guided Uses:	Public or Semi-Public Uses
Building Height:	Maximum three stories
Building Orientation:	Development should be guided to align with existing development forms in surrounding areas and to best support the overall site circulation and needs.
Residential Density:	N/A
Parking and Access:	Individual access to be provided from side streets with on-site parking requirements to align with the proposed use.
Other Considerations:	This district promotes the maintenance and enhancement of the existing uses.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Residential Districts

The Residential District represents existing residential development within the western portion of the corridor. Today, residential development varies from apartments to single family homes on lots of 1 acre or larger. Future land use is guided for high density residential, low density residential, and one-acre single family. These uses are all grouped into a single Neighborhood Residential District for the purposes of the Wayzata Boulevard Corridor Study.

Neighborhood Residential

The Neighborhood Residential District is intended to support existing residential development at all densities. Residential development has been the primary focus of this area of the corridor and is guided to remain for years to come.

Guided Uses:	Single-family and multi-family residential. No new commercial uses will be permitted.
Building Height:	Maximum of three stories
Building Orientation:	Development should be guided to align with existing development forms in the neighborhoods. Commercial uses should respect adjacent residential uses and fit within the context. For example, setback averaging may be used to promote a consistent experience.
Residential Density:	0.5 to 40 units per acre in alignment with the future land use plan guidance
Parking and Access:	Individual access to be provided from side streets with parking requirements to align with the proposed use.
Other Considerations:	This district promotes the maintenance and enhancement of the existing neighborhoods.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

SAFETY IMPROVEMENTS



What are Safety Improvements?
Common Engagement Themes
Safety Improvement Framework Elements

Short-term improvements that specifically support the safety of all travelers – walking, biking, rolling, driving, etc.

Bicycle and pedestrian safety: The ability to move safely throughout the corridor was a primary theme.

Crash rates and driving conditions: Community members recognize common crash areas and situations that can be refined through future improvements.

Short-Term Improvements; Spot Improvements

Safety improvements were explored within this study as an opportunity for an early win in implementation. A desire for increased safety measures was heard loud and clear through engagement and supports local and regional goals. This safety improvement framework set out to explore high priority areas for improvements by technical analysis and engagement. Each of these locations was then explored to identify specific recommendations that can be implemented in the short term.

TRANSPORTATION AND MOBILITY



What is Transportation and Mobility?
Common Engagement Themes
Transportation and Mobility Improvement Framework Elements

Safety improvements include elements that support the movement of people and goods throughout the corridor and to their destination.

Multimodal infrastructure: The lack of consistent and connected multimodal infrastructure is recognized by the community.

Varied needs and uses: The corridor supports a variety of transportation needs for users, from through movements to short trips to corridor destinations, and each user has their own desire for the future of the corridor.

Safety and driver confusion: The existing design through some segments of the corridor creates confusion for some users, creating safety or access issues. For example, the center left-turn lane along the eastern portion of Wayzata Boulevard is used for a variety of purposes outside its intended uses.

Design improvements
Multimodal infrastructure
Spot improvements

PART C: FRAMEWORK & CORRIDOR STRATEGIES

While this study explores a nearly two-mile stretch of roadway, the characteristics, design, and context vary greatly across the relatively short distance. The transportation and mobility framework sets out to explore a balance of mobility (access to destinations), ease of travel, and overall safety for all modes. The corridor strategies specifically focus on Guiding Principles 1, 2, and 8 to establish a sense of place and create a safe, convenient, and pleasant experience for all.

The framework and strategies of the mobility section are clearly tied to the safety recommendations identified in this study as well. Generally, the transportation and mobility recommendations focus on broader, long-term improvements to the roadway to improve the overall transportation experience, rather than emphasis on specific safety improvements.

The improvements and solutions outlined within the following pages include two primary components – design modifications (i.e., what elements are included in the roadway) and specific spot improvements that support the redesign. While the specific recommendations are identified in the following pages, there are a few elements that apply to all.

- **Planning Level Recommendations:** The recommendations and design solutions presented for each segment represent planning level concepts. This means that specific dimensions and design details will be refined as part of a formal design process prior to construction. No dimensions are provided on the proposed cross-sections to align the design to reflect specific needs and context. For example, a sidewalk can range from 4-feet to 10-feet in width, depending on the context and needs, and details will be refined through the design process.
- **Design Refinements:** The solutions and strategies identified will take time to implement – from final design to the identification of funding through construction. It should be recognized that design refinements will be made to respond to the changing context and needs.
- **Cross Section Context:** The existing and proposed cross-sections presented for each segment are intended to represent a general condition of that segment of Wayzata Boulevard. It should be noted that the cross section will vary in actual implementation as turn lanes and other elements are included to fit the needs of the specific context.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

PUBLIC REALM IMPROVEMENTS



What are Public Realm Improvements?

The public realm is the general space, from building edge to building edge that we occupy as we travel from place to place, regardless of mode. It includes the roadway, boulevards, sidewalks, and front yards.

Common Engagement Themes

Gateway: The corridor is a gateway into Wayzata at three key locations, and the ability to emphasize this characteristic is desired.

Sense of Place: Wayzata Boulevard is a corridor with many characteristics, the development of a unified sense of place is desired to support the charming community.

Public Realm Improvement Framework Elements

Public realm framework; Wayzata gateways; Public art installations

Wayzata Boulevard and Central Avenue are critical infrastructure elements within the community, connecting people to places and spaces within Wayzata. The corridors play a major transportation function for multiple modes and are home to many businesses and residences in the community. These corridors serve as the primary entrance to the community and establish a sense of place and identity for the community as travelers enter the community from US Highway 12. The public realm and streetscape of Wayzata Boulevard and Central Avenue are a component of the overall sense of place and are poised to play a larger role with future investments.

Influence of the Public Realm

The public realm is a major element of what makes a place great. It provides opportunities

WHAT IS THE PUBLIC REALM?

The public realm is the conduit for connecting the destinations within the community and generally includes the road and all areas from building edge to building edge, including both public right of way and private front yards. Private front yards contribute to the overall viewshed, but the activation of this space is limited to commercial front yards. The overall size and scope of the public realm varies greatly throughout a community, as roadways vary in size and front yard setbacks differ by zone. Regardless of size, the public realm shapes the view and experience of a place.

The public realm is perceived differently by drivers, bicyclists, and walkers, and consideration must be given to the viewshed of each type of user. Drivers experience the public realm through a windshield at speed and are also focused on their safety and mobility. Bicyclists and pedestrians experience the public realm from a broader perspective, but with more detail due to the slower speed of travel.

The public realm can include several elements and spaces, from driving lanes to boulevards to gateway spaces. Each element builds from each other to shape the overall experience – *How much of the public realm is dedicated to transportation; How is greenspace prioritized; How tall are buildings and is there a consistent design style.*

PART C: FRAMEWORK & CORRIDOR STRATEGIES

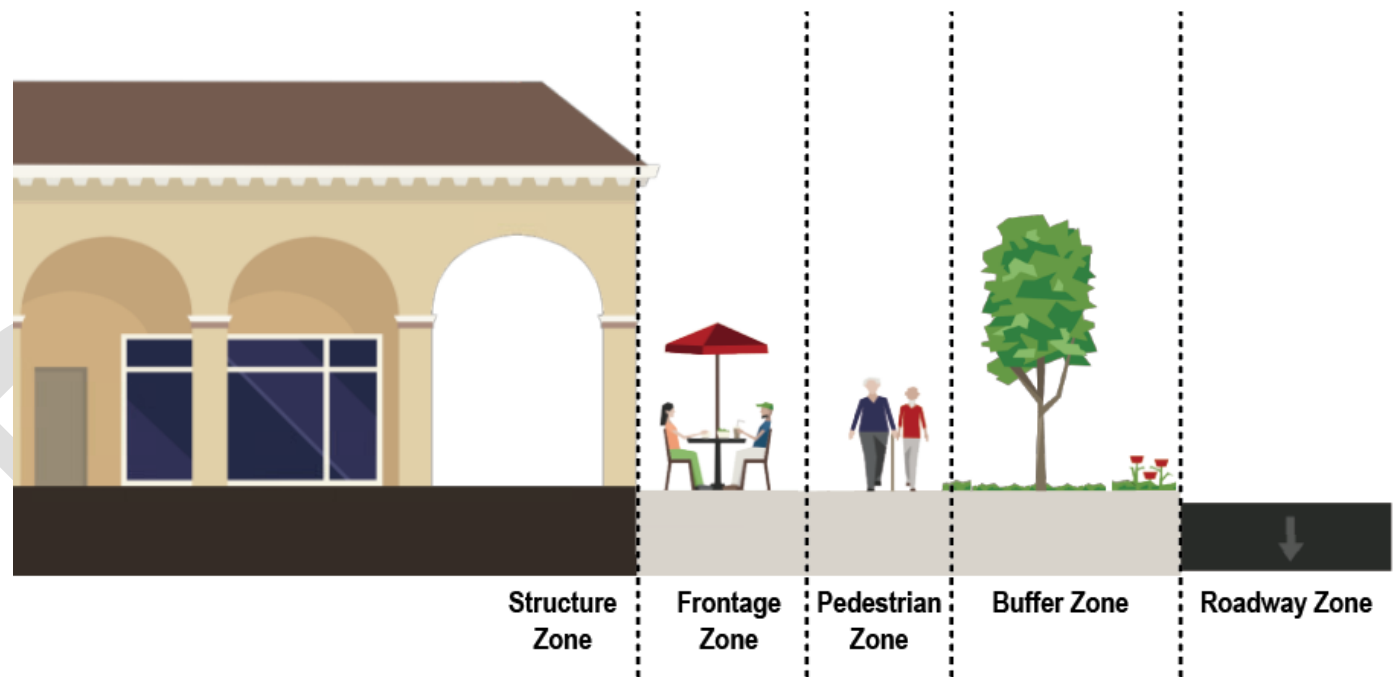
for social connection, links destinations, establishes the image or identity, and hosts activities and uses. From that perspective, the public realm is the foundation for how you—residents and visitors experience a place or space.

Public Realm influences the response to the following questions: What do you see? How do you interact? Where can you gather and socialize? How can you access destinations? How do you feel – welcome, safe, vulnerable, etc.? What is the identity of the area?

These questions and perspectives can be used to assess and analyze future improvements and guidelines for the public realm.

The public realm is influenced by many factors – roadway changes, setbacks, and design standards – that shape the overall streetscape. To capitalize on the opportunities identified for the Wayzata Boulevard public realm, policy recommendations were explored that establish a framework that can be individualized by land use or geographical sub area.

This framework begins with recognizing the elements of the public realm and how they correlate to one another, ensuring that the public realm serves a primary function of mobility and connection while also supporting socialization, identity, and activities or uses. This concept considers each portion of the public realm to allow for alignment with adjacent uses. For the purposes of this framework, the public realm is split into two halves along the centerline or middle of the roadway.



This public realm space is categorized into five zones to create the overall experience. These zones provide specific functions within the space, creating unique opportunities and considerations for each:

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	Descriptions	Opportunities and Elements
Structure Zone	The Structure Zone recognizes the limits of the public realm – the structures. While the public realm does not extend into the interior, the exterior building form and materials influence the public realm. The location of existing buildings is fixed, however the vision for the Structure Zone anticipates a difference balance of the Structure and Frontage Zones if properties redevelop.	<ul style="list-style-type: none"> • Wayfinding • Gathering spaces
Frontage Zone	The Frontage Zone includes elements of the public right of way and private property. This zone can include a number of elements from public furnishings to private uses, including parking, cafes/patios, and landscaping. This can be a key zone for activation of the public realm.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Public art • Wayfinding • Gateway signage • Refuge and rest areas • Gathering spaces • Greenspaces and vegetation • Transit
Pedestrian Zone	Pedestrian Zone is dedicated to the movement of people by non-vehicular modes. Sidewalks and trails are the primary infrastructure for moving those walking and rolling and also expand to bicyclists when wide enough. Similar to the Roadway Zone, this zone promotes movement and connection within the public realm.	<ul style="list-style-type: none"> • Accessible connections • Public art • Wayfinding • Transit
Buffer Zone	The Buffer Zone provides a buffer to separate pedestrian and vehicular movement, addition of green space, and elements that can slow traffic.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Wayfinding • Gateway signage • Greenspaces and vegetation • Buffers and separation
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb.	<ul style="list-style-type: none"> • Accessible connections • Wayfinding • Transit

PART C: FRAMEWORK & CORRIDOR STRATEGIES

There are specific improvements and elements that can be considered within each zone to build the overall experience. These elements include:

- **Accessible connections** to move people through the public realm and connect them to destinations.
- **Corridor lighting** at the pedestrian scale that increase safety and visibility.
- **Public art** that enhances the identity of the community and corridor. Public art can include permanent installations, temporary fixtures, and ephemeral art.
- **Wayfinding** signage and tools that support connection and guide travelers to destinations within the community.
- **Gateway signage** that helps to solidify the entrance to the City of Wayzata as people enter the community. This signage is a key element of establishing identity.
- **Refuge and rest areas** provide spaces for people to rest and relax in the public realm between destinations and experiences. This can include benches for rest or refuge spaces that allow travelers to pause and take in the space.
- **Gathering spaces** that provide a space for social connection within the corridor.
- **Greenspaces and vegetation** provide multiple functions, including beautification, traffic calming, and separation.
- **Buffers and separation** support a feeling of safety between competing uses and needs.
- **Transit** offerings and infrastructure support another mode of movement throughout the corridor.

WAYZATA EAST GATEWAY PLAN

The East Gateway includes Wayzata Boulevard from Superior Boulevard to Bushaway Road. This segment of Wayzata Boulevard is under the jurisdiction of Hennepin County.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the East Gateway area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Land Use Districts

A number of land use districts were identified within the East Gateway area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Office, Service, and Mixed-Use	Office, Service, and Mixed-Use creates opportunities to support the existing land uses along the southern edge of Wayzata Boulevard with the opportunity to introduce residential uses through redevelopment.
High Intensity Mixed-Use	The High Intensity Mixed-Use district provides a key opportunity for larger scale redevelopment of the study area. Larger redevelopment opportunities could support the creation of housing at a variety of scales in coordination with commercial redevelopment.
Auto Oriented Commercial	Auto Oriented Commercial uses support the existing service uses along the corridor. This district was specifically created to support the maintenance of these core services for the community, with opportunities for redevelopment as needed.
Public Spaces	The Preserve is the single public space within the East Gateway. No major redevelopment is anticipated.
Parks and Open Spaces	There are a number of parks and greenspaces on or near the East Gateway. Efforts to maintain these resources and amenities should be emphasized along with the opportunity to provide physical connections to these spaces for the community.

Land Use Opportunities

A single site has been identified as a land use opportunity for future public and/or private investment.

Site	Address	Size	Description
Colonial Square	1125 Wayzata Boulevard 1101 Wayzata Boulevard	7.92 acres	The overall size and amount of frontage of the site make it a prime opportunity for redevelopment within the High Intensity Mixed-Use Category. This plan would support the development of vertical mixed-use development of up to four stories on this site in an effort to support continued commercial service offerings and the introduction of residential uses.

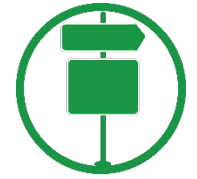
Connections

Connections to the Big Woods Preserve, North Woods Nature Center, and Heritage Park within this segment create opportunities to connect the community and visitors with quality natural resources within the community. Heritage Park is located directly on the corridor with existing access established. The opportunity to establish formal connections to the Big Woods Preserve and North Woods Nature Center could be pursued through future redevelopment projects or public investment.

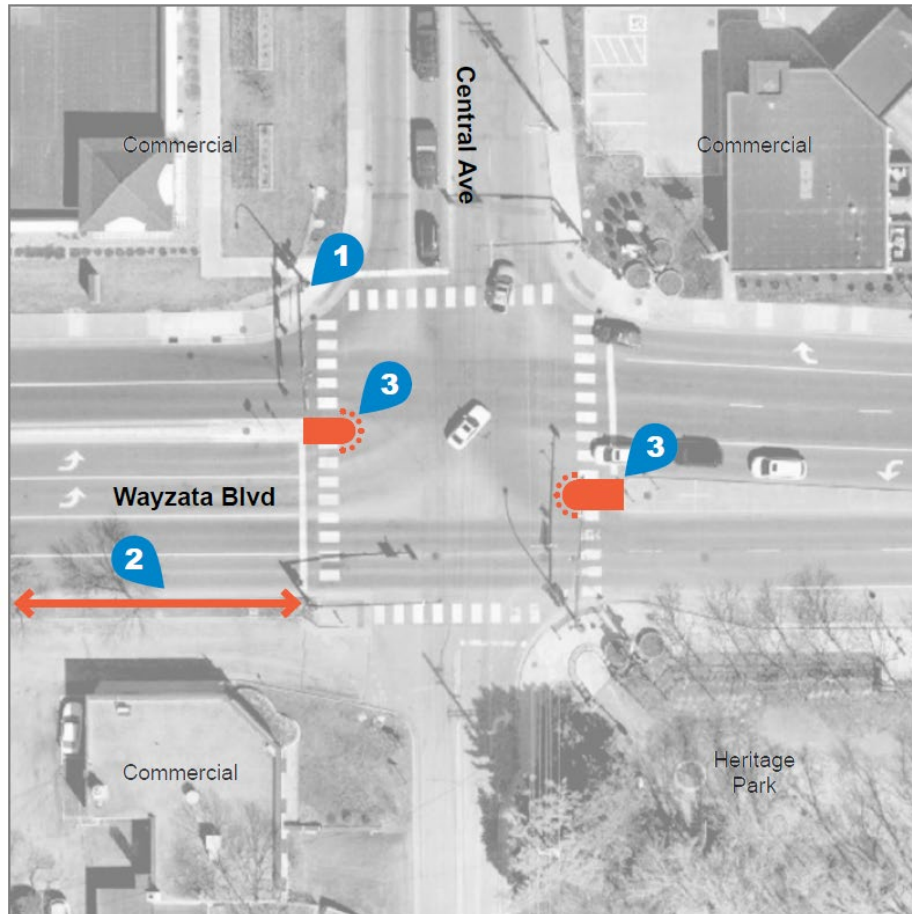
PART C: FRAMEWORK & CORRIDOR STRATEGIES

SAFETY IMPROVEMENTS FRAMEWORK

The Central Avenue and Wayzata Boulevard intersection and the Bushaway Road and Wayzata Boulevard Intersection were identified for short term improvements based on past summaries crash history and the existing intersection design. These improvements are relatively low impact and could be implemented in the near term. Longer-term safety improvements are identified with the Transportation and Mobility strategies.



Central Avenue and Wayzata Boulevard

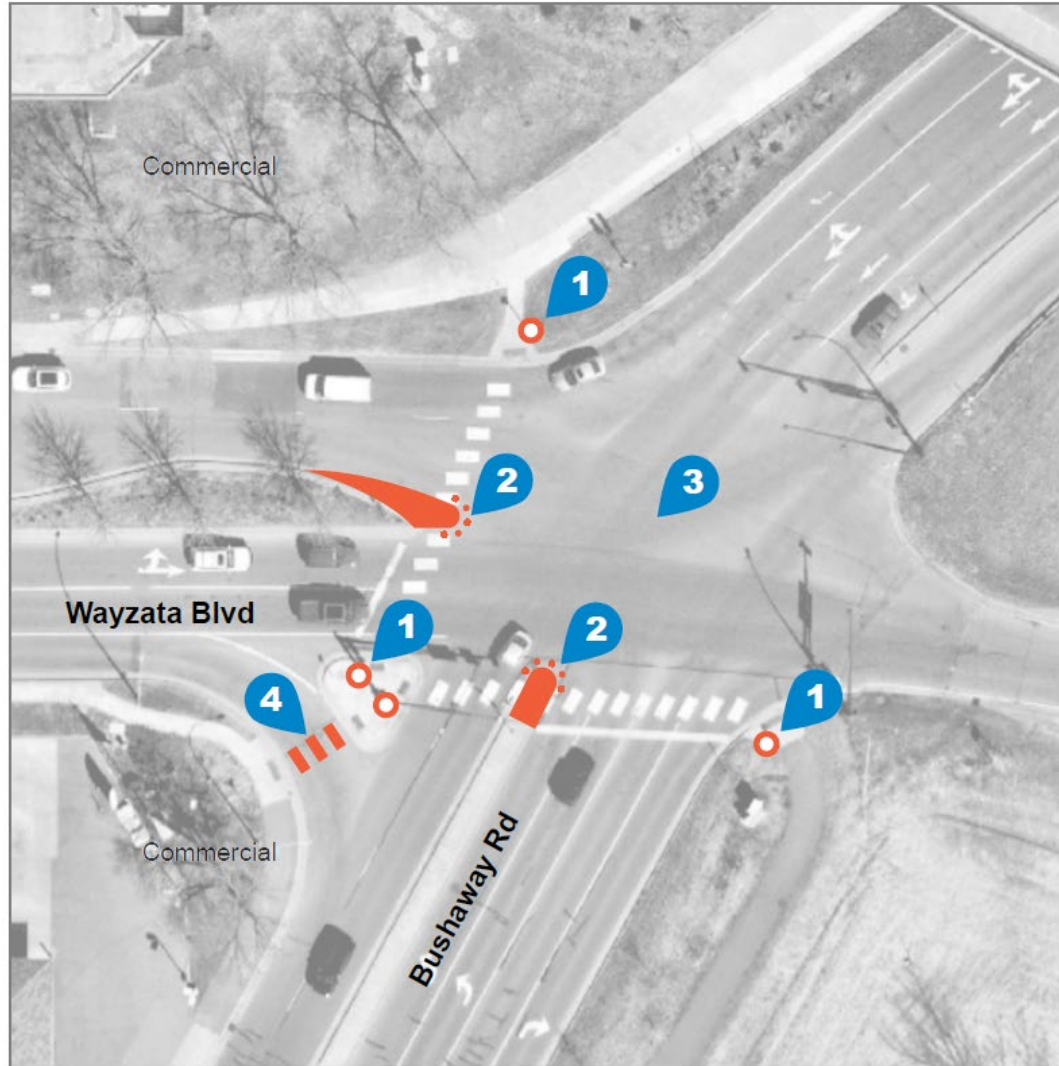


- 1 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 2 Close Sidewalk Gaps**
Close sidewalk gaps on south side of Wayzata Blvd.
- 3 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Bushaway Road and Wayzata Boulevard



- 1 Move Crosswalk Buttons and Update Quadrants**
Separate crosswalk buttons and update push button landings and ramps to meet ADA compliance.
- 2 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.
- 3 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 4 Stripe Crosswalk**
Stripe existing crosswalk to increase pedestrian visibility.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

TRANSPORTATION AND MOBILITY FRAMEWORK



The East Gateway has had a long history of supporting between 15,000 to 20,000 vehicles per day. The existing design includes two travel lanes in each direction with a center left turn lane or raised median diving travel lanes. Generally, these wide travel lanes support higher speeds as drivers move through the area. There are sidewalks on both the north and south side of the roadway with small gap areas that limit connectivity. While sidewalks are present, the number of individual access points and volumes of these access points creates safety concerns for pedestrians with turning vehicles. Dedicated pedestrian crossing infrastructure is limited to the intersections with Central Avenue and Bushaway Road. The following table details the existing design elements within the East Gateway.

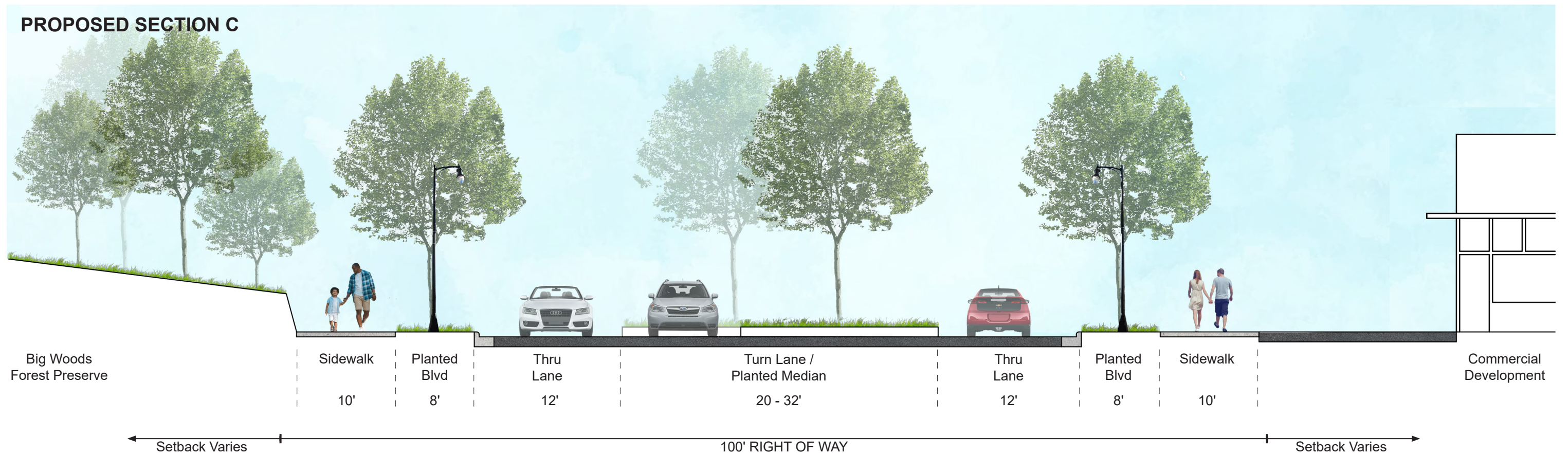
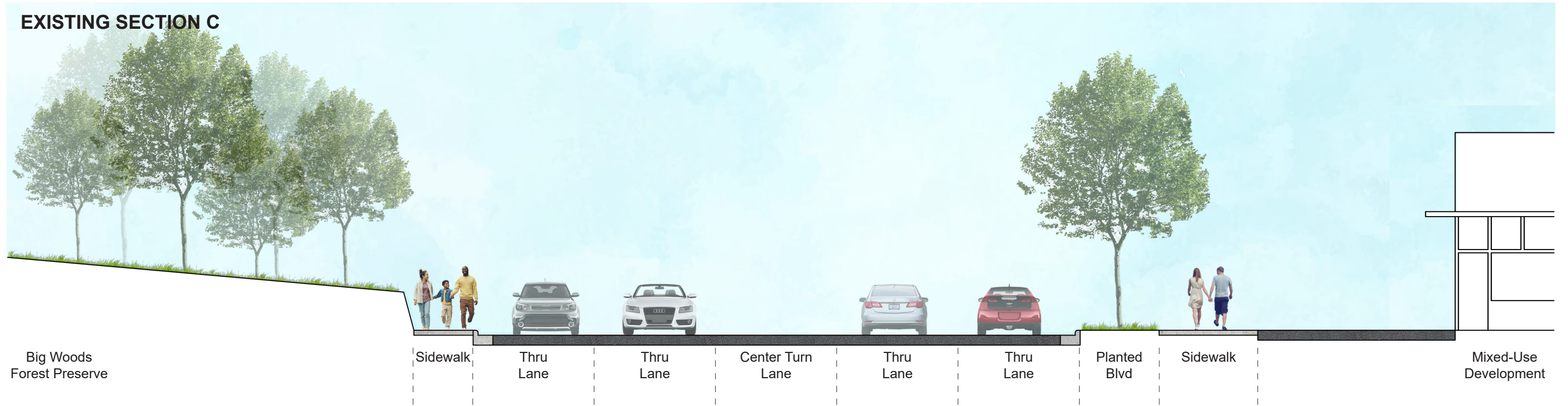
Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Wayzata Blvd	4/5	35 mph	Center Left Turn Lane or Raised Median	None	Bus stops with Benches	Sidewalks with gaps on either side	19,339 (2021)

Design Recommendations

Opportunities for the East Gateway focused on balancing mobility with safety and access improvements, creating opportunities to establish a sense of place, and enhanced multimodal infrastructure. The design modifications maintain the four travel lanes but include the introduction of a center median. This center median serves multiple functions – aesthetics, traffic calming, and access limitations. Recommendations are also included to support bicycle and pedestrian connections. There are several sidewalk gaps that can be closed.

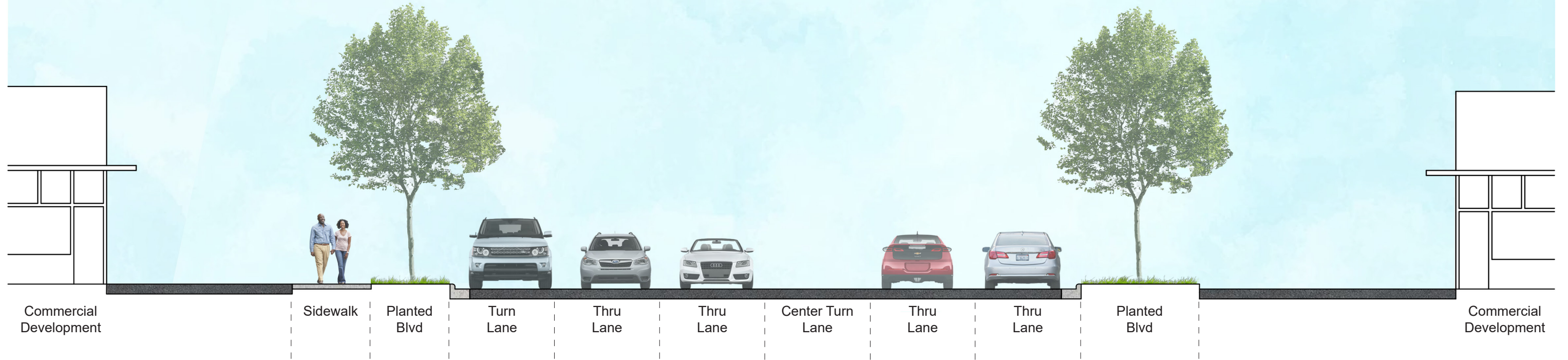
Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Wayzata Blvd	4	35 mph	Planted Median with dispersed turn lanes	None	Bus stops with Benches	Sidewalk

Wayzata East Gateway

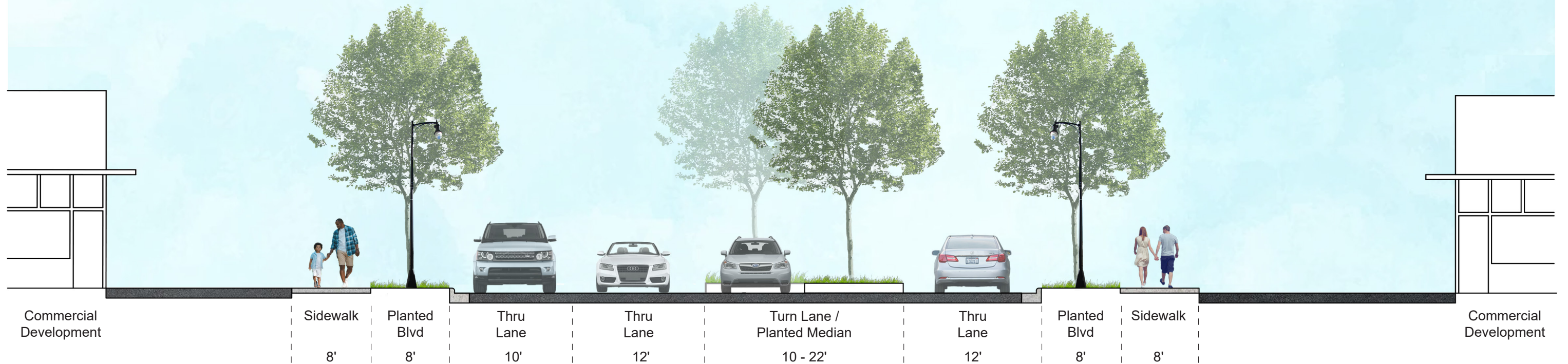


Wayzata East Gateway

EXISTING SECTION D



PROPOSED SECTION D



← Setback Varies | 100' RIGHT OF WAY | Setback Varies →

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

Central Avenue and Wayzata Boulevard	<p>Add Curb Extensions: Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.</p> <p>Signal Timing Upgrade: Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.</p>
Midway Crossings near Preserve Entrance	<p>Midway Crossing: Incorporate midway crossing via roundabout or J-turn at entrance to Big Woods Preserve.</p>
Midway Crossing near Birch Bend Lane	<p>Midway Crossing: Incorporate midway crossing via roundabout or J-turn at Birch Bend Intersection.</p>

Bicycle and Pedestrian Infrastructure

The closure of sidewalk gaps throughout the East Gateway area is a key implementation element of the transportation and mobility recommendations. The overall width of the sidewalk within this area should be refined in conversations with Hennepin County and City of Wayzata through the design process. For example, the inclusion of 10-foot sidewalks would create the opportunity for the sidewalks to serve as shared use path that accommodate pedestrians and bicyclists.

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm is relatively consistent through the East Gateway, including primarily commercial uses. The average setback of these commercial uses is similar through the auto oriented uses and increase to the west in the office and service area. Overall, these setbacks and commercial uses create opportunities to activate the frontage zone of the public realm with public and private investments. The public realm considerations for each of the public realm zones are identified within the table below.

Zone	East Gateway Considerations	East Gateway Recommendations
Structure Zone	<p>The Structure Zone includes primarily commercial structures that must align with the community design standards which creates a unified sense of place through redevelopment. Continued exploration of the appropriate front yard setback will solidify the desired look and feel.</p>	<ul style="list-style-type: none"> • Consistent material and standards • Consistent setbacks

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	East Gateway Considerations	East Gateway Recommendations
Frontage Zone	The Frontage Zone is an opportunity for a combination of public and private investments to solidify the sense of place, providing gathering spaces, and provide places of refuge and rest. For example, the existing patio space for the Punch Pizza/Chipotle development creates a welcoming and inviting connection to the Frontage and Pedestrian Zones.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Refuge and rest areas • Gathering spaces • Greenspaces and vegetation
Pedestrian Zone	The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.	<ul style="list-style-type: none"> • Public art • Wayfinding • Transit
Buffer Zone	The Buffer Zone should be maintained throughout this segment to provide a greenspace buffer between the trail/sidewalk and the roadway edge. This zone may vary in width throughout the section.	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation • Crossing Signage
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework.	<ul style="list-style-type: none"> • Planted Median • Crosswalk improvements

Gateway Areas

The East Gateway is the first experience travels from the east have into the community. This creates opportunities for gateway signage to emphasize the arrival into Wayzata and establish the overall sense of place. There are multiple opportunities to incorporate gateway signage and infrastructure, including larger signage at the Bushaway Road intersection and banners or other elements in new median areas. Additionally, gateway signage could be introduced throughout the corridor to solidify the arrival in Wayzata.

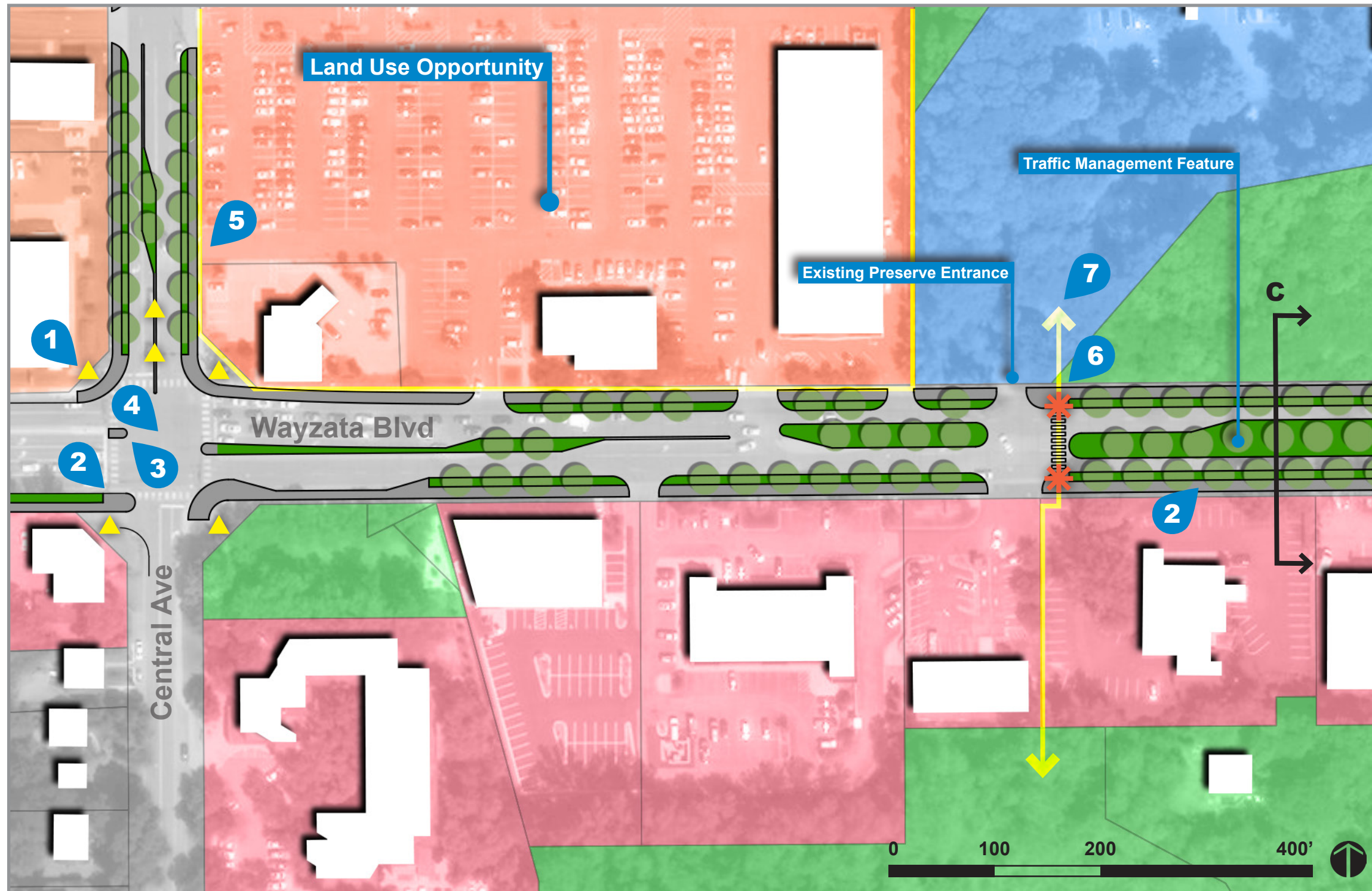
Public Art and Sense of Place

In addition to specific gateway improvements, other opportunities to introduce public art could be explored through the Pedestrian and Frontage Zones. At a minimum, the addition of planted medians introduces additional vegetation areas with opportunities for art installations. Adjacent public uses also create an opportunity to introduce public art installations or other investments.

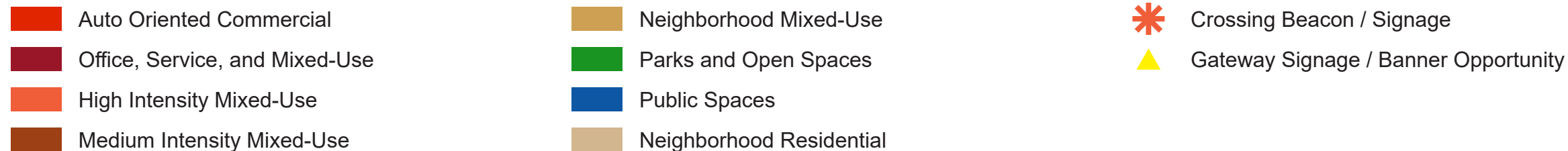
ILLUSTRATIVE PLAN

The following pages summarize the framework and strategies identified for the East Gateway.

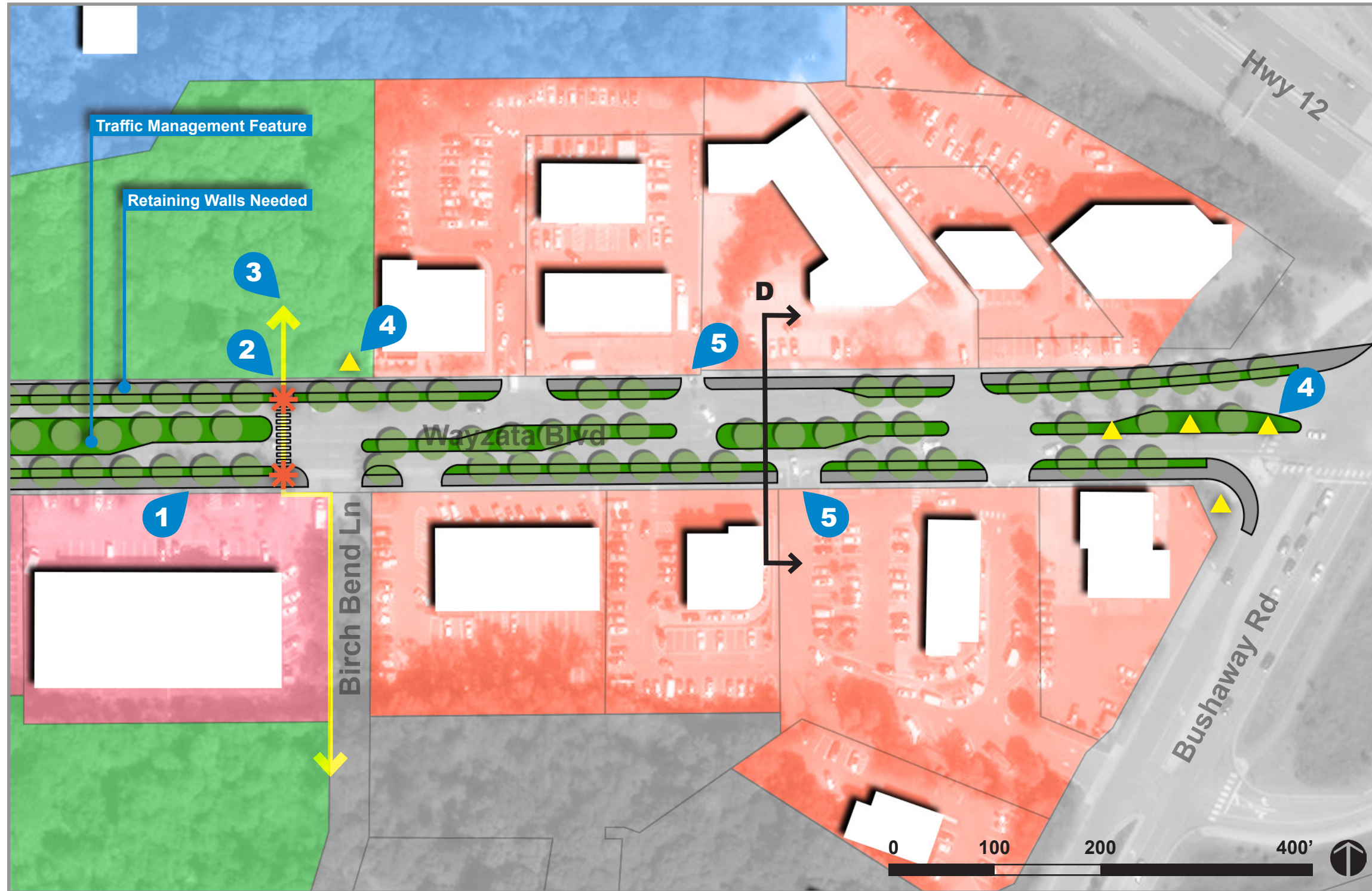
Wayzata East Gateway



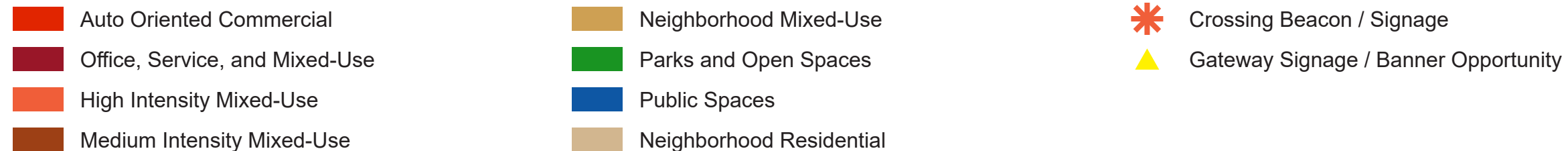
- 1 Gateway Opportunity**
Identify opportunities for gateway signage and banners at Wayzata Blvd and Central Ave.
- 2 Close Sidewalk Gaps**
Close sidewalk gaps at southwest quadrant of Wayzata Blvd and Central Ave.
- 3 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.
- 4 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 5 Omit Entrance / Exit**
Omit the entrance and exit to Colonial Square near the intersection of Wayzata Blvd and Central Ave to mitigate circulation conflicts with northbound traffic.
- 6 Midway Crossing**
Incorporate midway crossing via roundabout or J-turn at entrance to Big Woods Preserve.
- 7 Green Space Connection**
Identify future connections between green spaces.



Wayzata East Gateway



- 1 Close Sidewalk Gaps**
Close sidewalk gaps on south side of Wayzata Blvd.
- 2 Midway Crossing**
Incorporate midway crossing via roundabout or J-turn at east end of Big Woods Preserve.
- 3 Green Space Connection**
Identify future connections between green spaces.
- 4 Gateway Opportunity**
Identify opportunities for gateway signage and banners at the East Gateway.
- 5 Future Access Planning**
Identify opportunities for minimizing entrances and exits alongside future developments in the East Gateway to improve traffic flow and safety.



WAYZATA NORTH GATEWAY PLAN

The North Gateway includes all of Central Avenue within the study area. This segment includes the Hennepin County owned roadway.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the North Gateway area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



Land Use Districts

A number of land use districts were identified within the West Gateway area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Medium Intensity Mixed-Use	The Medium Intensity Mixed-Use district identifies opportunities for larger scale redevelopment along the corridor, at a slightly smaller scale than the High Intensity areas. This district was specifically identified for the northwest quadrant of Wayzata Boulevard and Central to identify opportunities for redevelopment that introduces commercial and residential uses.
High Intensity Mixed-Use	The High Intensity Mixed-Use district provides a key opportunity for larger scale redevelopment within the study area. Larger redevelopment opportunities could support the creation of housing at a variety of scales in coordination with commercial redevelopment.
Neighborhood Mixed-Use	The Neighborhood Mixed-Use district supports the maintenance of existing residential uses along the North Gateway, with the opportunity to introduce neighborhood commercial uses as desired. It is anticipated that the North Gateway will maintain the existing residential uses on the western edge.

Land Use Opportunities

Two sites have been identified for potential land use opportunities. Simply, these are key areas for public and/or private exploration.

Site	Address	Size	Description
Colonial Square	1125 Wayzata Boulevard 1101 Wayzata Boulevard	7.92 acres	The overall size and amount of frontage of the site make it a prime opportunity for redevelopment within the High Intensity Mixed-Use Category. This plan would support the development of vertical mixed-use development of up to four stories on this site in an effort to support continued commercial service offerings and the introduction of residential uses.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Connections

Connections to the Big Woods Preserve within this segment create opportunities to connect the community and visitors with quality natural resources within the community. While Big Woods does not have direct frontage onto Central Avenue, the opportunity to establish formal connections to the Big Woods Preserve could be pursued through future redevelopment projects or public investment.

SAFETY IMPROVEMENTS FRAMEWORK

The Central Avenue and Wayzata Boulevard intersection was identified for short term improvements based on past summaries crash history and the existing intersection design. The proposed improvements are highlighted within the East Gateway discussion. No other short term safety improvements were identified within the North Gateway.



TRANSPORTATION AND MOBILITY FRAMEWORK



The North Gateway is a major thoroughfare within the community. The corridor is part of Hennepin County’s County Highway 101 corridor and serves a greater regional mobility need. The roadway includes two-travel lanes in each direction today with recorded traffic volumes over 15,000 vehicles per day. There are limited dedicated turn lanes throughout this segment which can cause delays or near misses as drivers attempt turning movements. There are narrow sidewalks along the segment that are adjacent to the roadway curb. The following table details the existing design elements within the North Gateway.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Central Avenue	4	35 mph	None	None	N/A	Sidewalks on both sides	16,700 (2019)

Design Recommendations

Opportunities for the North Gateway focused on maintaining overall mobility and enhanced multimodal infrastructure. The design modifications present a new cross section where one southbound travel lane would be converted into a left turn lane or median and both northbound travel lanes would be maintained. The narrowing of lanes would also create the opportunity to add a grassed buffer between the roadway and sidewalk on either side. Existing overhead transmission lines are present along the eastern side of Central Avenue and will

PART C: FRAMEWORK & CORRIDOR STRATEGIES

need to be factored into the overall design. Burial of the lines, while a larger undertaking would open multiple options for transportation infrastructure within the right of way.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Wayzata Blvd	3 to 4	35 mph	Center Turn Lane	None	N/A	Sidewalks on both sides

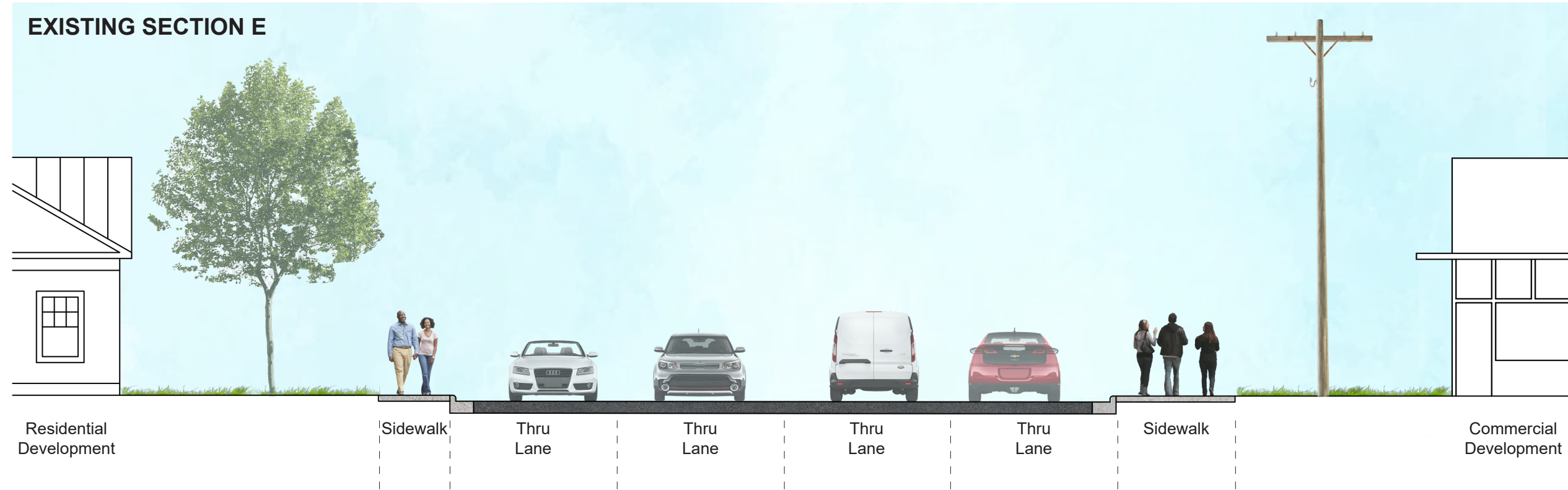
Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

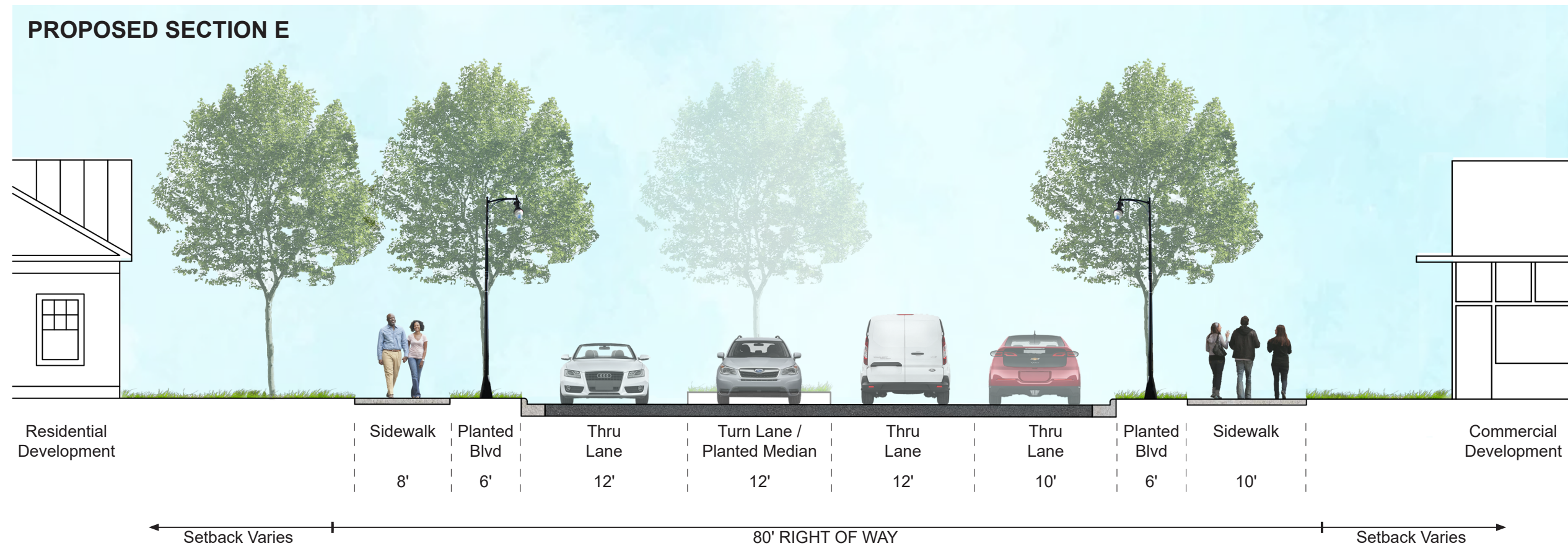
Central Avenue and Wayzata Boulevard	<p>Add Curb Extensions: Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.</p> <p>Signal Timing Upgrade: Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.</p>
Midway Crossings near Colonial Square	<p>Midway Crossing: Incorporate midway crossing near Colonial Square to expand mobility options and pedestrian access to local amenities.</p>
Close Southern Colonial Square Entrance	<p>Omit Entrance / Exit: Omit the entrance and exit to the shopping center near the intersection of Wayzata Blvd and Central Ave to mitigate circulation conflicts with northbound traffic.</p>
Midway Crossing near Wayzata Medical Center	<p>Midway Crossing: Incorporate midway crossing near Wayzata Medical Center to expand mobility options and pedestrian access to local amenities.</p>

Wayzata North Gateway

EXISTING SECTION E



PROPOSED SECTION E



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Bicycle and Pedestrian Infrastructure

The proposed roadway improvements include upgrades to the existing sidewalks to increase the width and incorporate a buffer between the roadway and sidewalk, increasing the feeling of safety for traveling pedestrians.

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm varies throughout the North Gate with a combination of residential and commercial frontages. The balance of residential frontages versus commercial/ or public frontages affect the ability to activate the public realm. The public realm considerations for each of the public realm zones are identified within the table below.

Zone	North Gateway Considerations	North Gateway Recommendations
Structure Zone	The Structure Zone includes primarily commercial structures that must align with the community design standards which creates a unified sense of place through redevelopment. Continued exploration of the appropriate front yard setback will solidify the desired look and feel.	<ul style="list-style-type: none"> • Consistent material and standards • Consistent setbacks
Frontage Zone	<p>The Frontage Zone is an opportunity for a combination of public and private investments to solidify the sense of place, providing gathering spaces, and provide places of refuge and rest.</p> <p>The Frontage Zone on the western segment of the corridor includes many private residential front yards, so activation of this space will be limited, especially with the presence of private fences.</p>	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Refuge and rest areas • Gathering spaces • Greenspaces and vegetation
Pedestrian Zone	The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.	<ul style="list-style-type: none"> • Public art • Wayfinding • Transit
Buffer Zone	The Buffer Zone would be established with the implementation of the transportation and mobility recommendations for the North Gateway.	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation • Crossing Signage

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	North Gateway Considerations	North Gateway Recommendations
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework.	<ul style="list-style-type: none">• Crosswalk improvements

Gateway Areas

The North Gateway is the first experience travels from the north have into the community. This creates opportunities for gateway signage to emphasize the arrival into Wayzata and establish the overall sense of place. There are multiple opportunities to incorporate gateway signage and infrastructure, including larger signage to the south of the Highway 12 interchange and banners or other elements in new median areas.

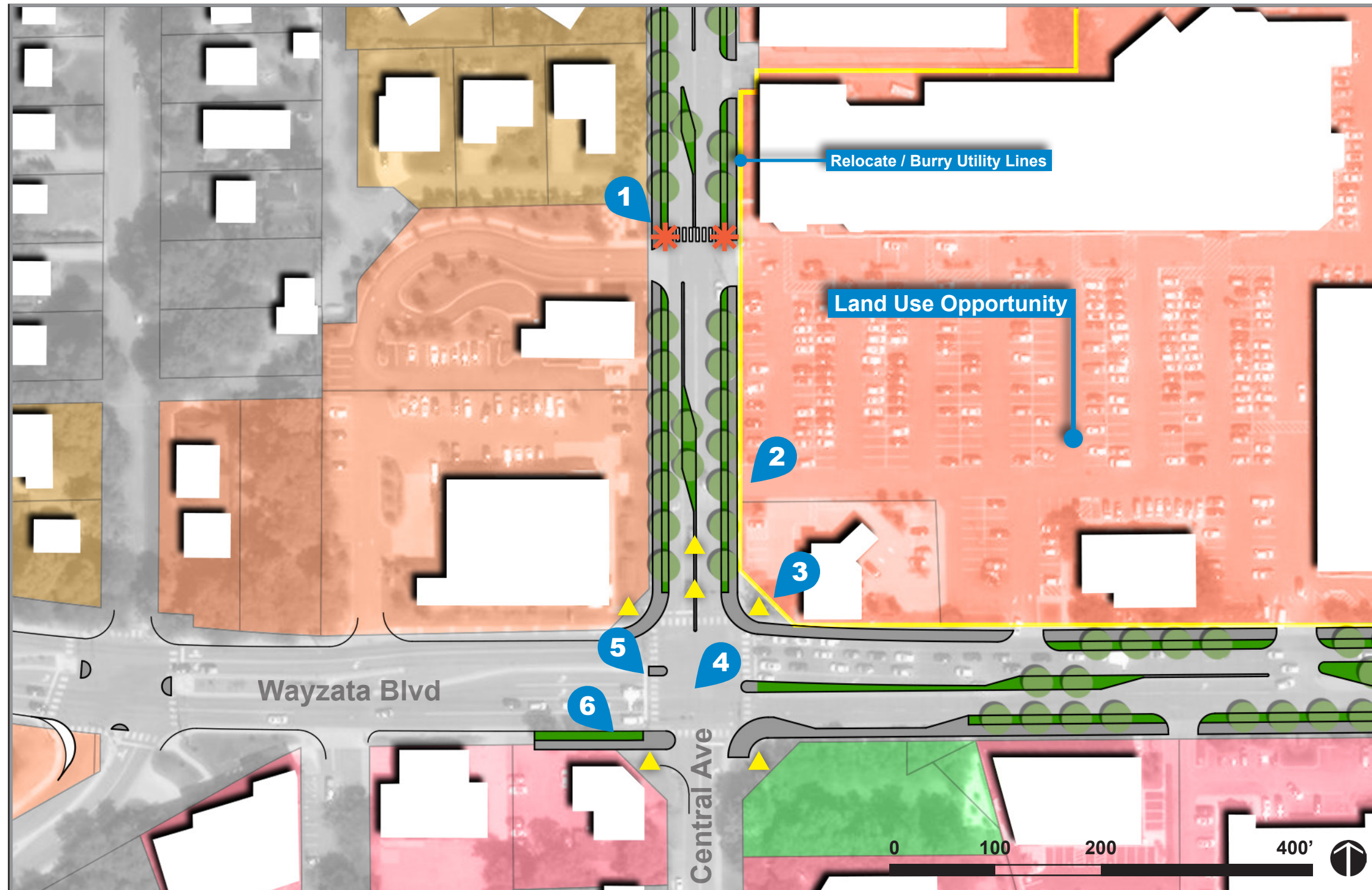
Public Art and Sense of Place

In addition to specific gateway improvements, other opportunities to introduce public art could be explored through the Pedestrian and Frontage Zones. At a minimum, the addition of planted medians introduces additional vegetation areas with opportunities for art installations.

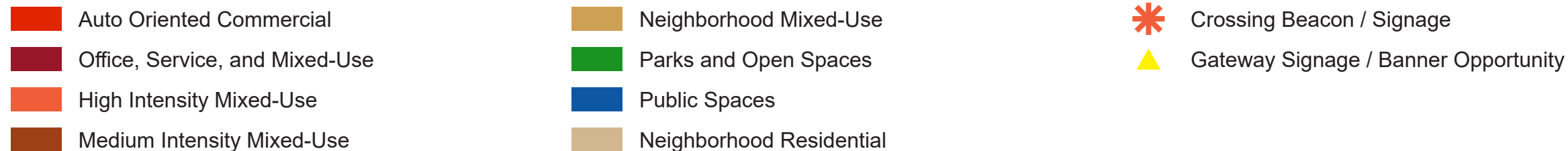
ILLUSTRATIVE PLAN

The following pages summarize the framework and strategies identified for the North Gateway.

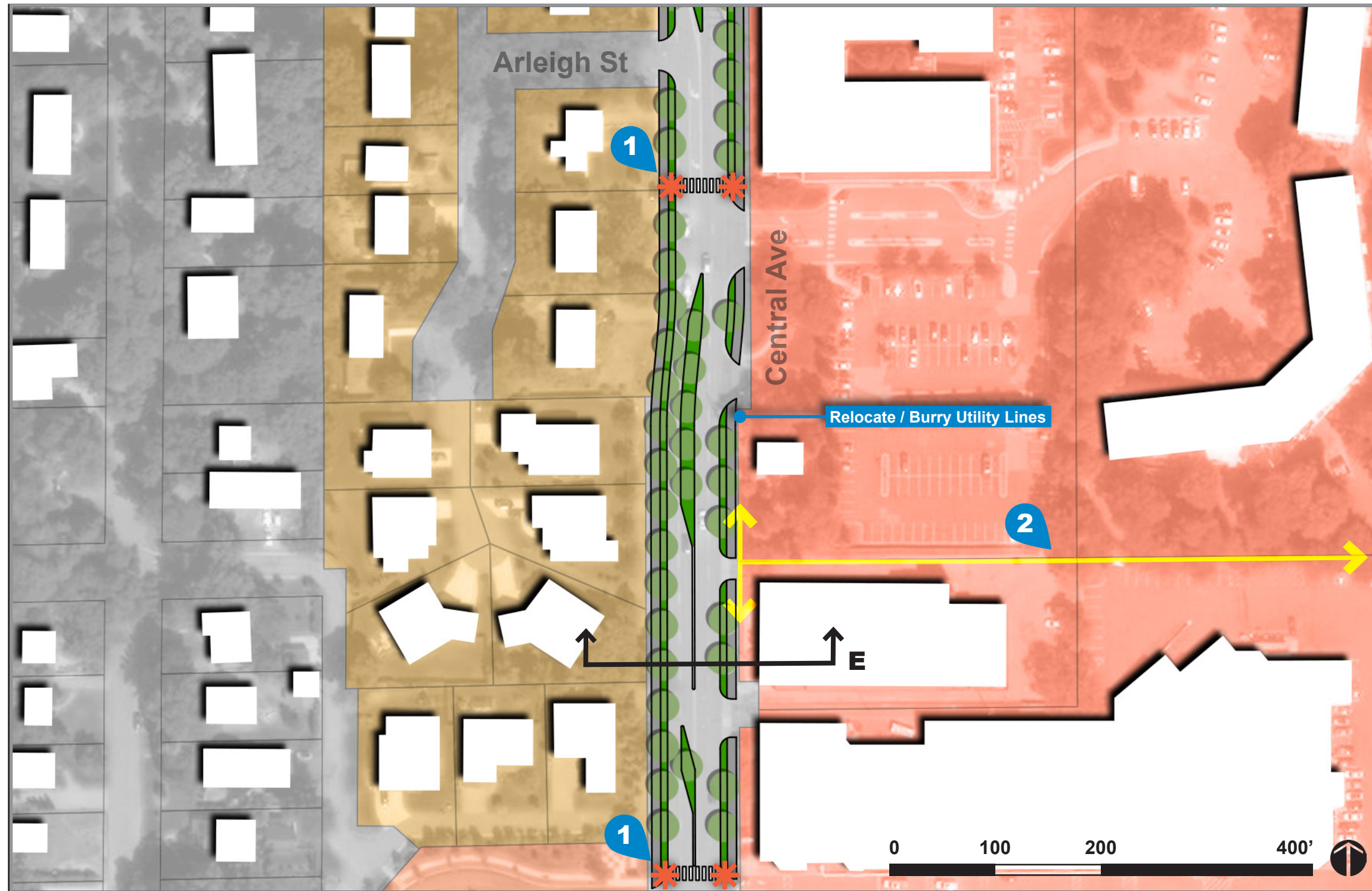
Wayzata North Gateway



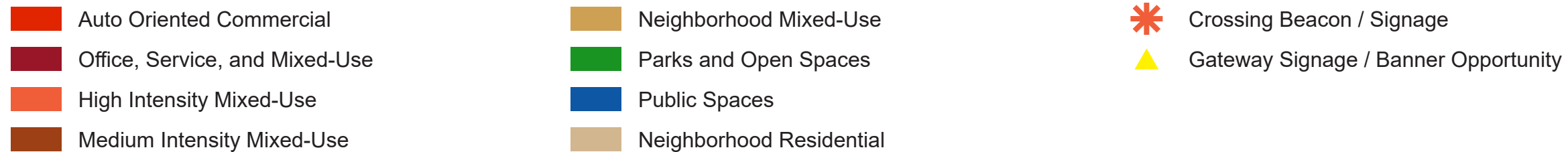
- 1 Midway Crossing**
Incorporate midway crossing near Colonial Square to expand mobility options and pedestrian access to local amenities.
- 2 Omit Entrance / Exit**
Omit the entrance and exit to Colonial Square near the intersection of Wayzata Blvd and Central Ave to mitigate circulation conflicts with northbound traffic.
- 3 Gateway Opportunity**
Identify opportunities for gateway signage and banners at Wayzata Blvd and Central Ave.
- 4 Close Sidewalk Gaps**
Close sidewalk gaps at southwest quadrant of Wayzata Blvd and Central Ave.
- 5 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.
- 6 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.



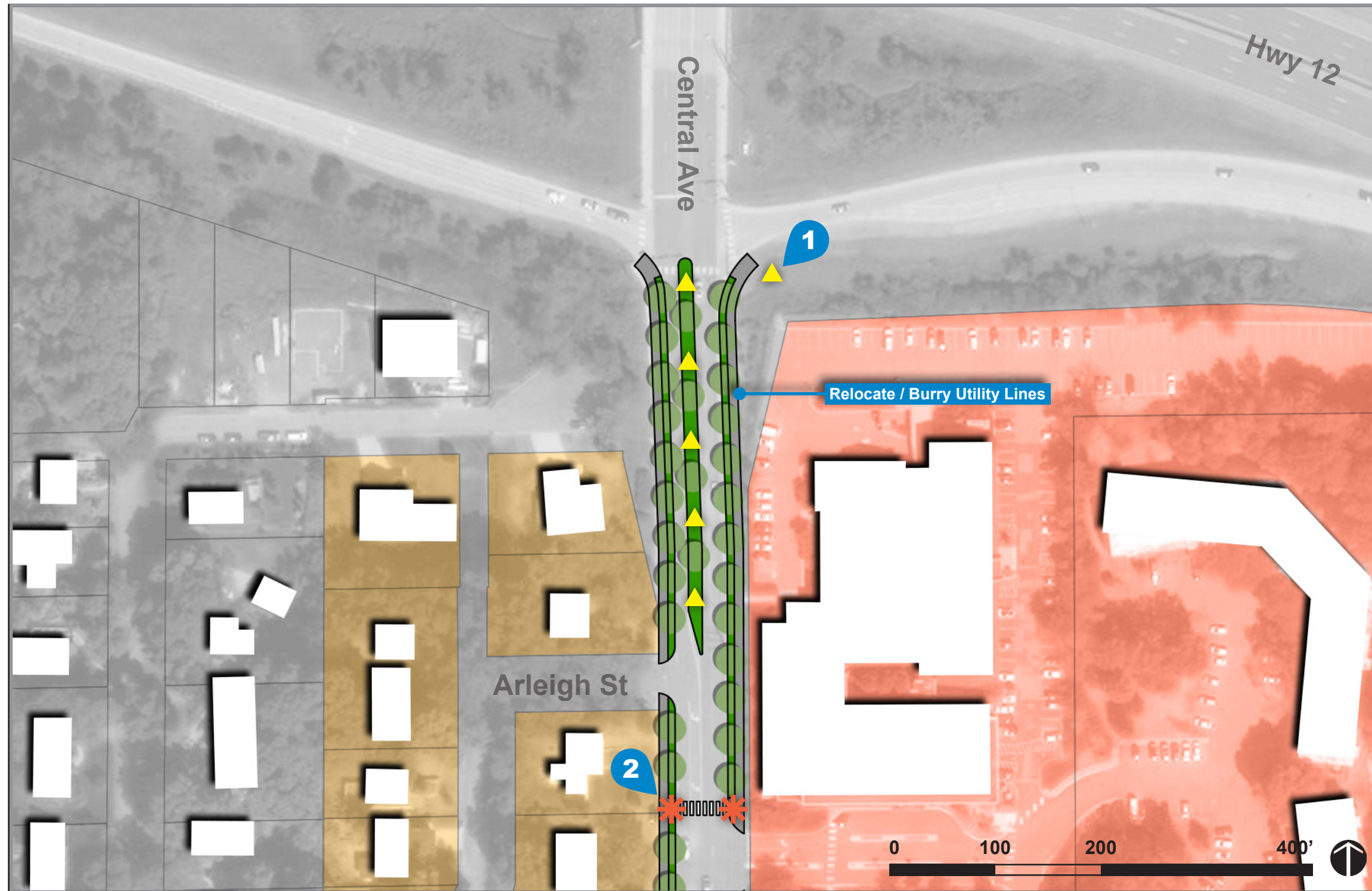
Wayzata North Gateway



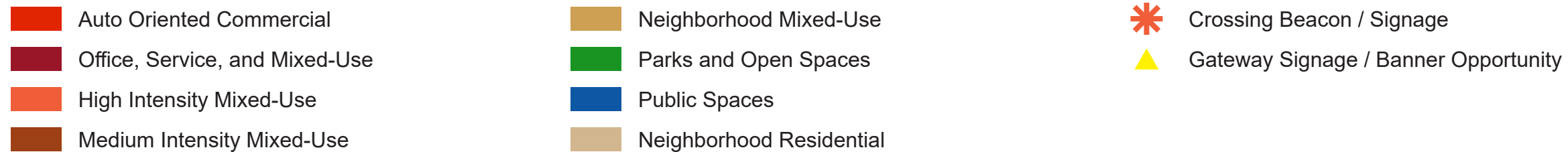
- 1 Midway Crossing**
Incorporate midway crossings near Colonial Square and the Wayzata Medical Center to expand mobility options and pedestrian access to local amenities.
- 2 Green Space Connection**
Identify future connections between green spaces.



Wayzata North Gateway



- 1 Midway Crossing**
Incorporate midway crossing near the Wayzata Medical Center to expand mobility options and pedestrian access to local amenities.
- 2 Gateway Opportunity**
Identify opportunities for gateway signage and banners at the North Gateway.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

WAYZATA BOULEVARD TOWN CORE PLAN

The Town Core segment includes Wayzata Boulevard from Minnetonka Avenue to Superior Boulevard. This segment of the study area includes the most recent updates with the addition of the planted medians.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the Town Core area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



Land Use Districts

A number of land use districts were identified within the Town Core area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Medium Intensity Mixed-Use	The Medium Intensity Mixed-Use district identifies opportunities for larger scale redevelopment along the corridor, at a slightly smaller scale than the High Intensity areas. This district was specifically identified for the northwest quadrant of Wayzata Boulevard and Central to identify opportunities for redevelopment that introduces commercial and residential uses. Additionally, the current redevelopment of the former Wells Fargo property is classified within this district
Neighborhood Mixed-Use	The Neighborhood Mixed-Use district supports the maintenance of existing residential uses along the Town Core, with the opportunity to introduce neighborhood commercial uses as desired. Opportunities to include neighborhood mixed-use will occur as desired with property owners.
Office, Service, and Mixed-Use	Office, Service, and Mixed-Use creates opportunities to support the existing land uses along the northern and southern edge of Wayzata Boulevard with the opportunity to introduce residential uses through redevelopment.
Public Spaces	St Bartholomew of Wayzata is an established use that is anticipated to remain for some time.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Land Use Opportunities

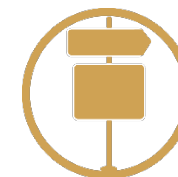
Three sites have been identified as potential land use opportunities. Simply, these are key areas for public and/or private exploration.

Site	Address	Size	Description
Apartment Building	613 Wayzata Boulevard	0.3 acres	This site currently provides naturally occurring affordable housing within the community. This existing use should be preserved, but opportunities to repurpose the parking lot on the western parcel could be explored.
Wayzata Home	822 Wayzata Boulevard 105 Grand Avenue	0.75 acres	The site currently houses active commercial uses with the eastern parcel dedicated to parking. Opportunities to explore the highest and best use for the property could be explored to identify redevelopment opportunities. The grade of the site may also present some development barriers.
Former Gas Station	1022 Wayzata Boulevard 1042 Wayzata Boulevard	0.80 acres	These sites include current and former commercial uses and could be key redevelopment opportunities based on their location along the corridor. Development barriers will need to be explored through the redevelopment process due to the former use as a gas station for potential soil contaminants.

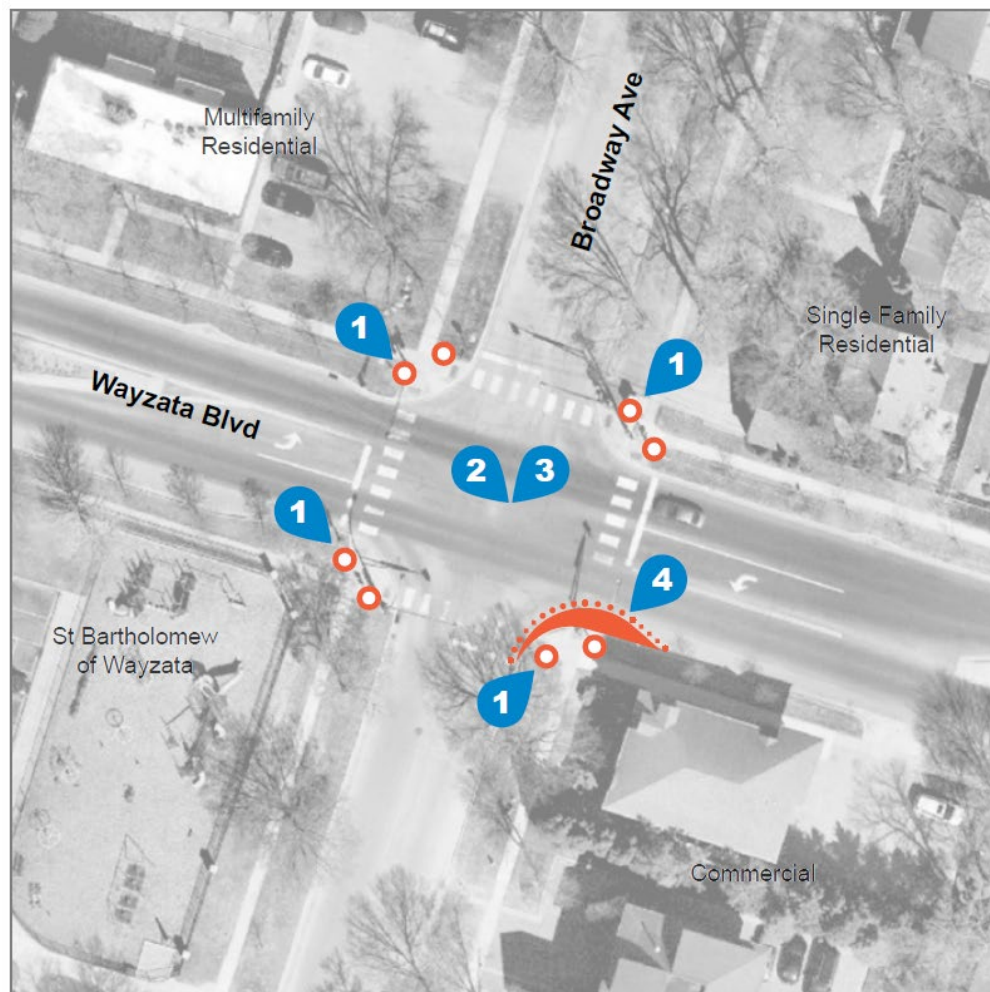
PART C: FRAMEWORK & CORRIDOR STRATEGIES

SAFETY IMPROVEMENTS FRAMEWORK

The Broadway Avenue and Wayzata Boulevard and the Superior Boulevard and Wayzata Boulevard intersections were identified for short term improvements based on past summaries crash history and the existing intersection design.



Broadway Avenue and Wayzata Boulevard



- 1 Move Crosswalk Buttons and Update Quadrants**
Separate crosswalk buttons and update push button landings and ramps to meet ADA compliance.
- 2 Existing School Safety Improvement**
No right turn during peak morning and afternoon school traffic is an existing improvement.
- 3 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 4 Add Curb Extension**
Add a curb extension to the SE quadrant to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Superior Boulevard and Wayzata Boulevard



- 1 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.
- 2 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 3 Add Truck Apron**
Add a truck apron to the SW quadrant to lower turning speeds for vehicles turning right onto Superior Blvd by providing turning radii for both automobiles and larger freight vehicles.
- 4 No Turn on Red**
Convert the NB right turn onto Wayzata Blvd from a free right to a no turn on red to lower vehicle speeds and to increase pedestrian safety.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

TRANSPORTATION AND MOBILITY FRAMEWORK



The Town Core experienced the most recent improvements of all segments of the study area. The construction of the planted median through this segment provided a drastic shift for the overall experience along Wayzata Boulevard and the segment historically supports less than 10,000 vehicles per day across two-lanes of travel. The wide shoulders throughout this segment also support on-street parking opportunities.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Wayzata Blvd	2	35 mph	Median	Yes	Bus stops with Benches	Sidewalks with gaps on either side	6,3000 (2019)

Design Recommendations

Opportunities for the Town Core generally maintained the existing design with opportunities to close sidewalk gaps and crossings.

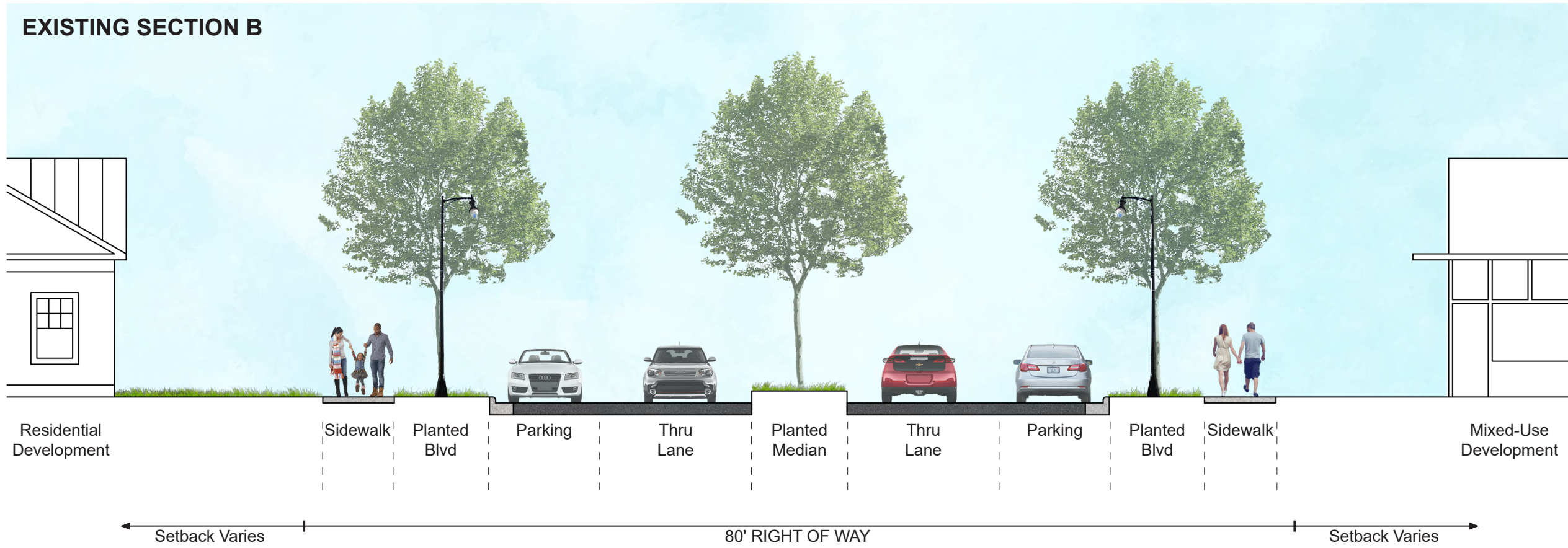
Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Wayzata Blvd	2	35 mph	Median	Yes	Bus stops with Benches	Sidewalk

Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

Walker Avenue and Wayzata Boulevard	Add Curb Extensions: Add curb extensions to the Walker Ave intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.
Broadway Avenue and Wayzata Boulevard	Add Curb Extensions: Add curb extensions to the Broadway Blvd intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.

Wayzata Town Core



PART C: FRAMEWORK & CORRIDOR STRATEGIES

<p>Chicago Avenue and Wayzata Boulevard</p>	<p>Add Curb Extensions: Add curb extensions to the Chicago Avenue intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.</p>
<p>Benton Avenue/Superior Boulevard and Wayzata Boulevard</p>	<p>Add Truck Apron: Add a truck apron to the SW quadrant to lower turning speeds for vehicles turning right onto Superior Blvd by providing turning radii for both automobiles and larger freight vehicles.</p> <p>Add Curb Extensions: Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.</p> <p>Signal Timing Upgrade: Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.</p> <p>No Turn on Red: Convert the NB right turn onto Wayzata Blvd from a free right to a no turn on red to lower vehicle speeds and to increase pedestrian safety.</p>

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm is relatively consistent through the Town Core with primarily adjacent residential uses. The presence of residential uses limits the ability to activate the public realm to the Pedestrian and Buffer Zones through this segment. The public realm considerations for each of the public realm zones are identified within the table below.

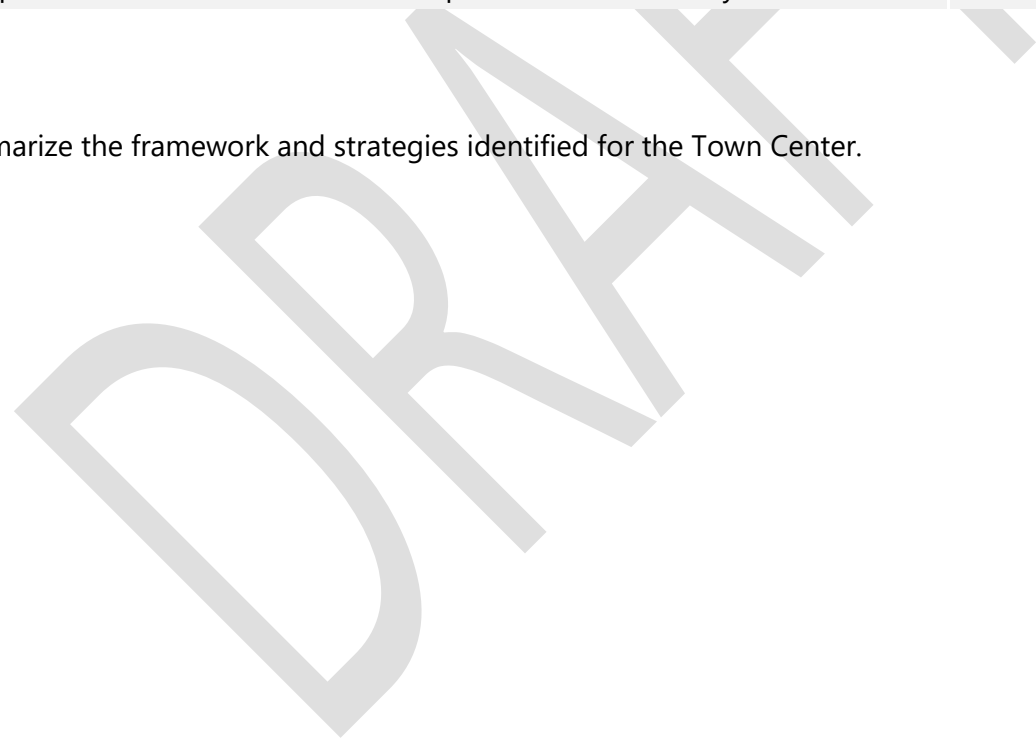
Zone	West Gateway Considerations	West Gateway Recommendations
<p>Structure Zone</p>	<p>The Structure Zone varies greatly throughout this segment from smaller residential uses to large public uses. Consistent use of the Design Standards through redevelopment applications will support the overall look and feel.</p>	<ul style="list-style-type: none"> • Consistent material and standards
<p>Frontage Zone</p>	<p>The Frontage Zone for single family residential uses through this segment is not primed for activation and should be reserved for private uses.</p>	<ul style="list-style-type: none"> • Corridor lighting • Greenspaces and vegetation
<p>Pedestrian Zone</p>	<p>The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements</p>	<ul style="list-style-type: none"> • Public art • Wayfinding

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	West Gateway Considerations	West Gateway Recommendations
	also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.	<ul style="list-style-type: none"> • Transit
Buffer Zone	The Buffer Zone should be maintained throughout this segment to provide a greenspace buffer between the trail/sidewalk and the roadway edge. This zone may vary in width throughout the section	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation • Crossing Signage
Roadway Zone	The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework	<ul style="list-style-type: none"> • Planted Median • Crosswalk improvements

ILLUSTRATIVE PLAN

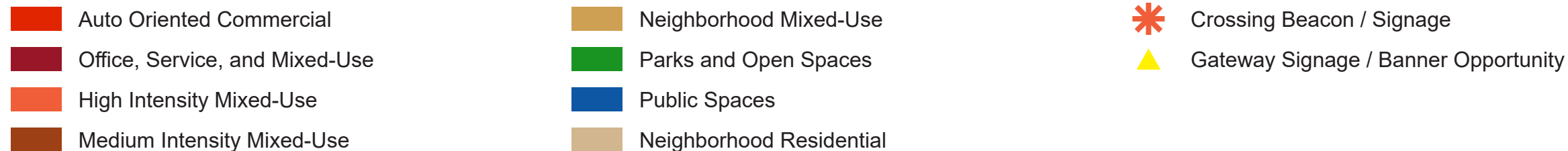
The following pages summarize the framework and strategies identified for the Town Center.



Wayzata Town Core



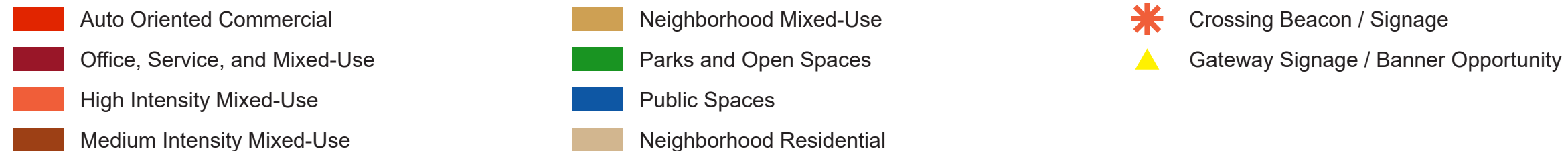
- 1 Close Sidewalk Gap**
Close the sidewalk gap at the southwest quadrant of Wayzata Blvd and Minnetonka Ave.
- 2 Add Curb Extensions**
Add curb extensions to the Walker Ave and Broadway Ave intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.
- 3 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 4 Move Crosswalk Buttons and Update Quadrants**
Separate crosswalk buttons and update push button landings and ramps to meet ADA compliance.



Wayzata Town Core











- 1 Move Crosswalk Buttons and Update Quadrants**
Separate crosswalk buttons and update push button landings and ramps to meet ADA compliance.
- 2 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 3 Add Curb Extensions**
Add a curb extension to the Broadway Ave and Chicago Ave intersection quadrants to improve visibility between pedestrians and oncoming traffic and to make crossings safer for pedestrians.





Wayzata Town Core



- 1 Add Truck Apron**
Add a truck apron to the SW quadrant to lower turning speeds for vehicles turning right onto Superior Blvd by providing turning radii for both automobiles and larger freight vehicles.
- 2 Add Curb Extensions**
Add curb extensions to pedestrian refuge islands to improve visibility of pedestrians and to provide a buffer between pedestrians and turning traffic.
- 3 Signal Timing Upgrade**
Incorporate leading pedestrian intervals and increased crossing times into signals to increase pedestrian visibility and to allow more time for crossing.
- 4 No Turn on Red**
Convert the NB right turn onto Wayzata Blvd from a free right to a no turn on red to lower vehicle speeds and to increase pedestrian safety.
- 5 Close Sidewalk Gaps**
Close sidewalk gaps at southwest quadrant of Wayzata Blvd and Central Ave.
- 6 Gateway Opportunity**
Identify opportunities for gateway signage and banners at Wayzata Blvd and Central Ave.

- | | |
|---|--|
|  Auto Oriented Commercial |  Neighborhood Mixed-Use |
|  Office, Service, and Mixed-Use |  Parks and Open Spaces |
|  High Intensity Mixed-Use |  Public Spaces |
|  Medium Intensity Mixed-Use |  Neighborhood Residential |

-  Crossing Beacon / Signage
-  Gateway Signage / Banner Opportunity

PART C: FRAMEWORK & CORRIDOR STRATEGIES

WAYZATA WEST GATEWAY PLAN

The West Gateway includes the segment of Wayzata Boulevard from the bridge over Highway 12 to the intersection with Minnetonka Avenue. Today, this segment includes a wide roadway with one travel lane in each direction and gaps within the sidewalk network. There are no specific bicycle infrastructure elements along Wayzata Boulevard, but Ferndale Road and Barry Avenue have dedicated infrastructure, shared lane/sharrow and dedicated bike lane, respectively. From a development perspective, this segment includes a variety of residential uses – from apartments to larger lot single family homes. Wayzata West Middle School and Klapprich Park are key public amenities destinations, drawing a number of trips on a daily basis. Finally, an existing Metro Transit park-and-ride facility is in this segment. The site serves as a stop for transit service and driver amenities, along with its role as a park-and-ride.

LAND USE AND DEVELOPMENT FRAMEWORK

There are several established uses within the West Gateway area. Development opportunities are specifically focused where the conditions and context would like support public or private investments.



Land Use Districts

A number of land use districts were identified within the West Gateway area. In addition to the corridor-wide recommendations identified, the following characteristics should be considered as development is pursued.

Neighborhood Residential	This district represents a variety of residential uses, from single to multi-family. Support for general maintenance activities of existing uses.
Public Spaces	The Middle School is an established use that is anticipated to remain for some time. Should development opportunities present themselves. This site would provide unique opportunities for development that aligns with the Medium Intensity category.
Parks and Open Spaces	Klapprich Park is a beloved amenity within the community. Continued preservation and enhancement of the park will support community desires.
Medium Intensity Mixed-Use	This category represents the opportunities for reinvestment within the segment. Future development should align with the requirements but should also respond to the context of the area. For example, viable commercial uses may include more neighborhood commercial (e.g., coffee shop, office, etc.) that support surrounding residential uses and are not dependent on by drive by customers.

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Land Use Opportunities

Two sites have been identified for potential land use opportunities. Simply, these are key areas for public and/or private exploration.

Site	Address	Size	Description
Wayzata Medical Spa	317 Wayzata Boulevard	1.2 acres	The proximity to Klapprich Park and adjacent mixed use development area opens opportunities for alternative use and investment. Investments could include mixed-use redevelopment or expansion of the park.
Metro Transit Park-and-Ride	320 Wayzata Boulevard 305 Rice Street E 322 Wayzata Boulevard	2.7 acres	Modification of the existing Park-and-Ride to a higher and better use has been discussed for a number of years. This plan identifies the site as a key opportunity for redevelopment and an important example for the overall study.

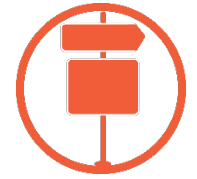
Connections

Connections between the Middle School and Klapprich Park are key considerations for connecting the community to these amenities. Visual and physical connections exist today and create opportunities for enhancement.

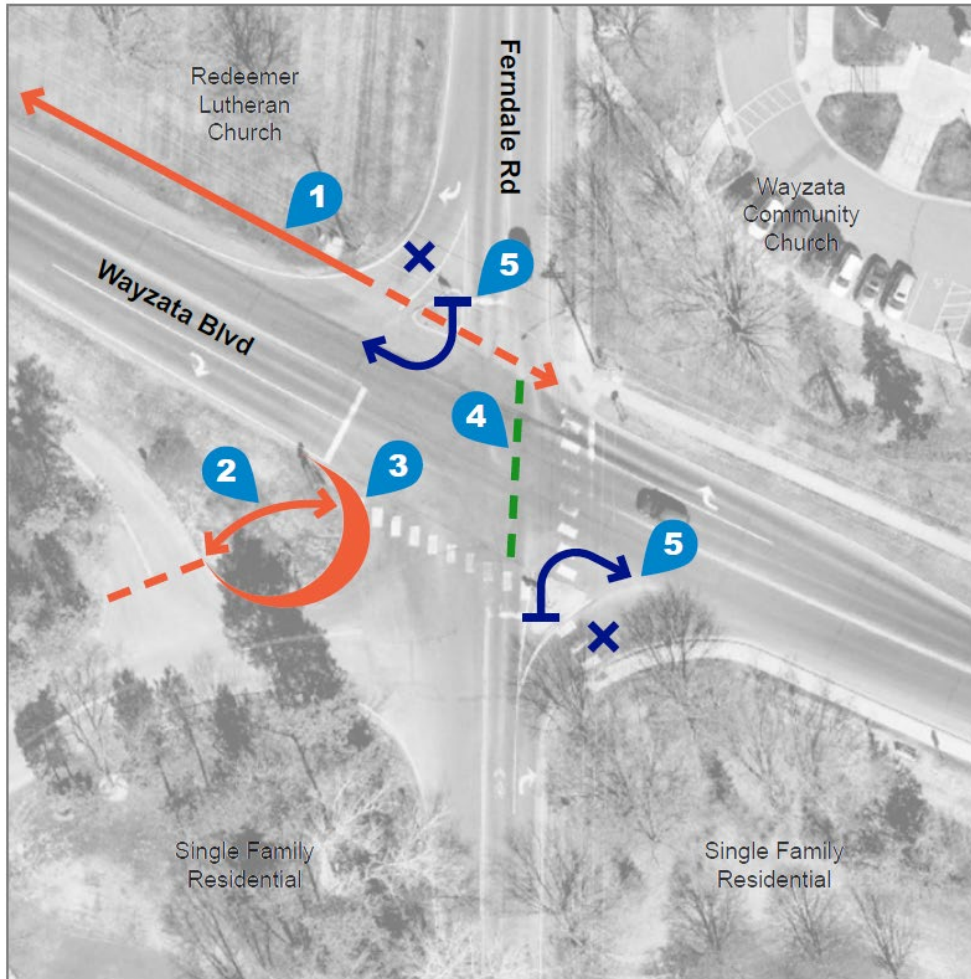
PART C: FRAMEWORK & CORRIDOR STRATEGIES

SAFETY IMPROVEMENTS FRAMEWORK

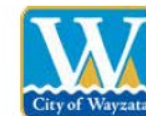
The Ferndale Road and Barry Avenue intersections with Wayzata Boulevard were identified for short term improvements based on past summaries crash history and the existing intersection design.



Wayzata Ferndale Road

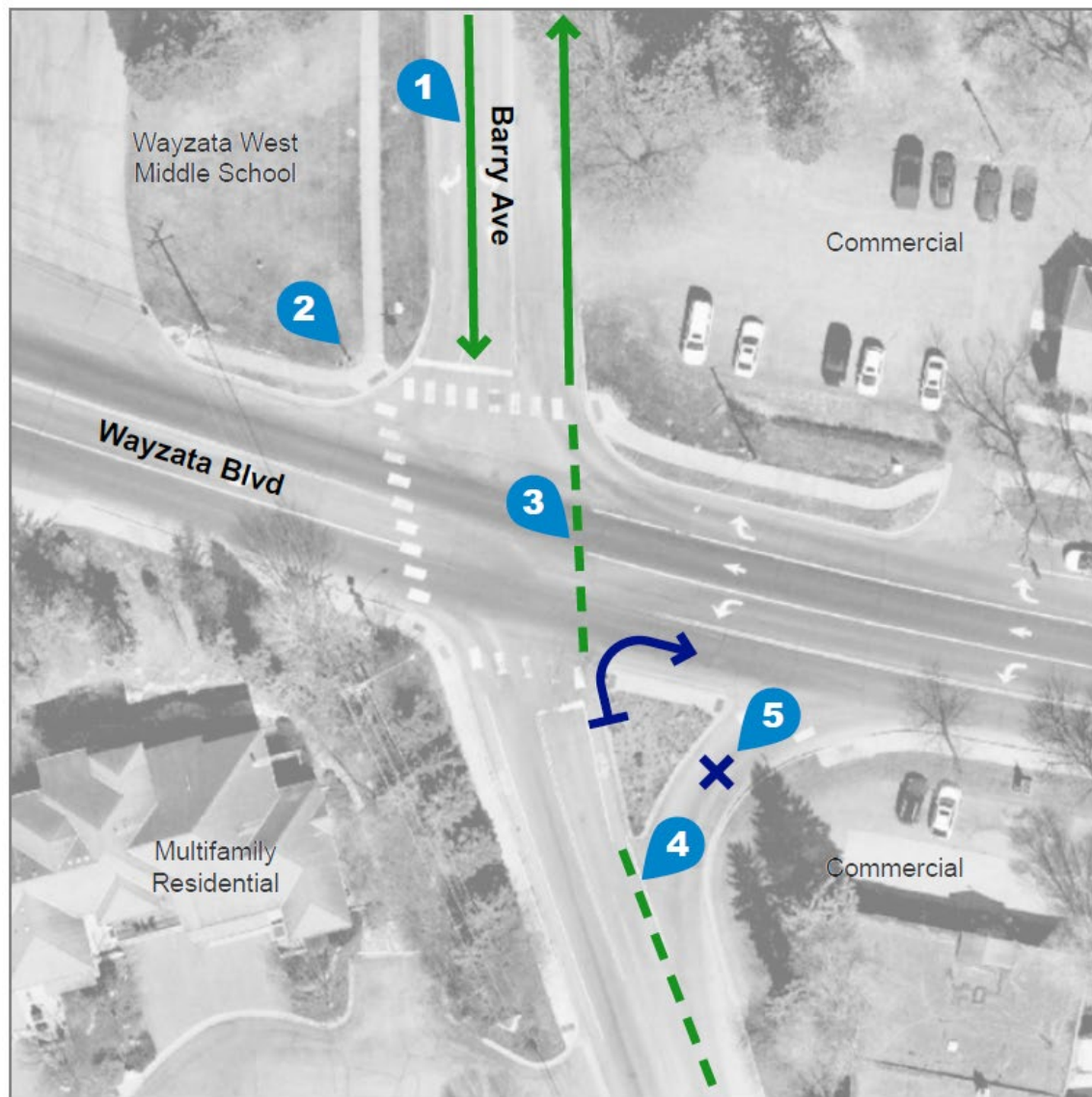


- 1 Add Crosswalk and Extend Sidewalk**
Add a crosswalk across Ferndale Rd and extend the sidewalk on the north side of Wayzata Blvd to build pedestrian connections with Redeemer Lutheran Church and Meridian Manor.
- 2 Improve Pedestrian Connection**
Improve the pedestrian connection across Ferndale Rd and into the neighborhood by adding a sidewalk and crosswalk.
- 3 Add Curb Extension**
Add a curb extension to the SW quadrant to improve visibility and to reduce the crossing distance for pedestrians.
- 4 Add Bike Crosswalk**
Add a bike crosswalk to
- 5 Omit Channelized Turns**
Omit channelized right turns to lower vehicle speeds and to make pedestrian crossings safer.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Barry Avenue



- 1 Continue Bike Lanes**
Continue the bike lanes north of Wayzata Blvd to improve safety and connections for cyclists.
- 2 Existing RRFB**
- 3 Add Bike Crosswalk**
Add a bike crosswalk to communicate that bike facilities continue across Wayzata Blvd.
- 4 Add Bike Lane Striping**
Add bike lane striping at the channelized right turn onto Wayzata Blvd to communicate to cyclists and drivers about the bike lane on Barry Ave.
- 5 Omit Channelized Turn**
Omit channelized right turns to lower vehicle speeds and to make pedestrian crossings safer.



PART C: FRAMEWORK & CORRIDOR STRATEGIES

TRANSPORTATION AND MOBILITY FRAMEWORK



The West Gateway area historically supports less than 10,000 vehicles per day across two-lanes of travel. The wide travel lanes with multiple turn lanes allow for efficient movement, but also present barriers for multimodal movement (e.g., crossings and sidewalk gaps). Barry Avenue and Ferndale Road included dedicated bicycle infrastructure and open the opportunities for future connections. The following table details the existing design elements within the West Gateway.

Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail	Traffic volume (Year)
Existing Wayzata Blvd	2	35 mph	None	None	Bus stops with Benches	Sidewalks with gaps on either side	6,3000 (2019)

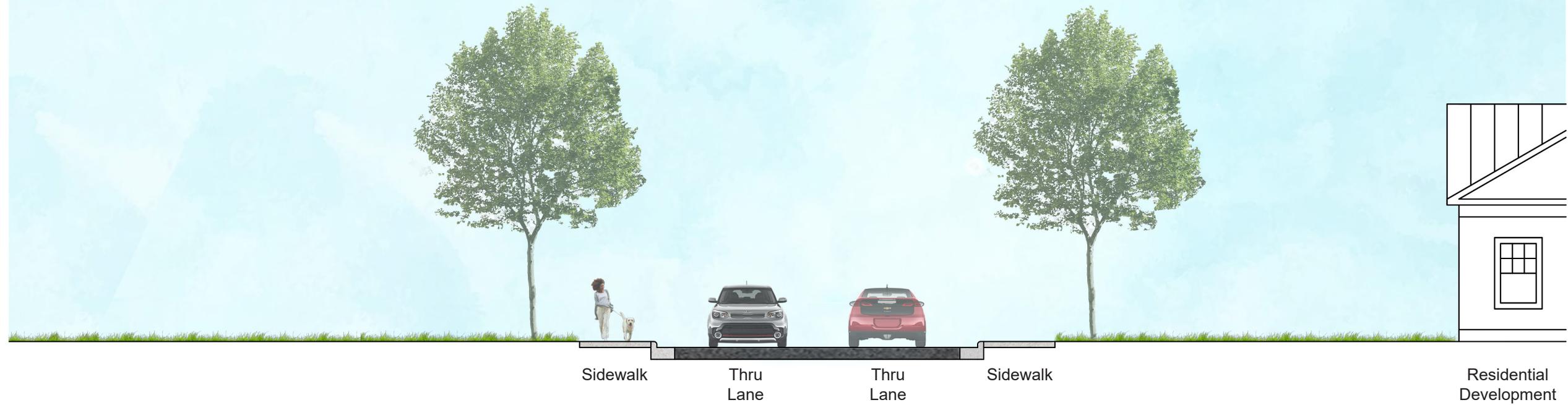
Design Recommendations

Opportunities for the West Gateway focused on maintaining overall mobility, extending the aesthetic and sense of place from the Town Core, and enhanced multimodal infrastructure. The design modifications maintain the overall travel lanes but include the introduction of a center median. Recommendations are also included to support bicycle and pedestrian connections. There are several sidewalk gaps that can be closed and the development of a shared use trail to support bicycle movement.

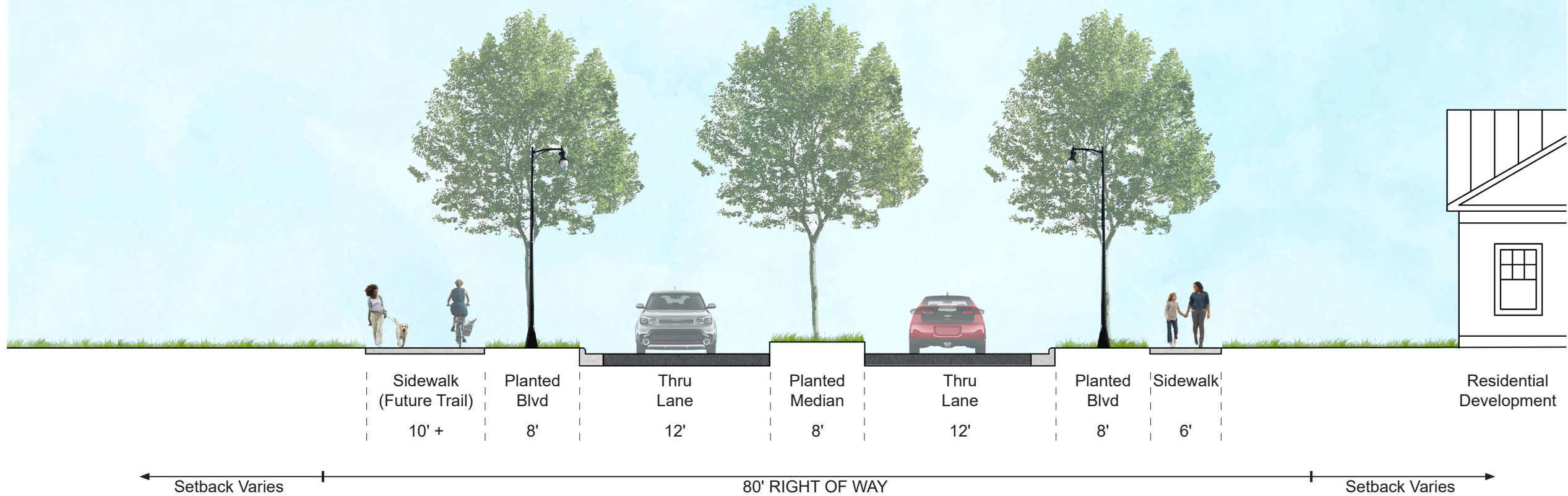
Roadway	# of Lanes	Speed Limit	Center Turn Lane/Median	On-street parking	Multi-modal Infrastructure	Sidewalks or trail
Proposed Wayzata Blvd	2	35 mph	Median	None	Bus stops with Benches	Sidewalk and Trail

Wayzata West Gateway

EXISTING SECTION A



PROPOSED SECTION A



PART C: FRAMEWORK & CORRIDOR STRATEGIES

Spot Improvements

In addition to the overall design updates, location specific strategies were also identified to support the corridor vision, mobility, and sense of place. The specific identified improvements include:

Ferndale Road and Wayzata Boulevard	Omit Channelized Rights: Omit channelized right turns at Ferndale Rd and replace with mountable truck apron to lower vehicle speeds and to make pedestrian crossings safer.
Barry Avenue and Wayzata Boulevard	Add Bike Crosswalks: Add bike crosswalks to communicate that bike facilities continue across Wayzata Boulevard. Omit Channelized Rights: Omit channelized right turns at Ferndale Rd and replace with mountable truck apron to lower vehicle speeds and to make pedestrian crossings safer.

Bicycle and Pedestrian Infrastructure

The existing bicycle infrastructure on Barry Avenue and Ferndale Road creates opportunities for enhancing multimodal infrastructure. Three Rivers Park District has also been exploring these roadways as a future regional trail. To support future designation and connection, a regional trail connection on the north side of Wayzata Boulevard as a shared use path expands access for the community.

PUBLIC REALM IMPROVEMENTS FRAMEWORK

The public realm is relatively consistent through the West Gateway, balancing residential and other frontages. The balance of residential frontages versus commercial/ or public frontages affect the ability to activate the public realm. The public realm considerations for each of the public realm zones are identified within the table below.

Zone	West Gateway Considerations	West Gateway Recommendations
Structure Zone	The Structure Zone varies greatly throughout this segment from smaller residential uses to large public uses. Consistent use of the Design Standards through redevelopment applications will support the overall look and feel.	<ul style="list-style-type: none"> • Consistent material and standards
Frontage Zone	The Frontage Zone for multi-family residential, commercial, and other uses presents an opportunity for private investment in the public realm. Opportunities to create gathering spaces and comfort elements within these public frontages are encouraged.	<ul style="list-style-type: none"> • Accessible connections • Corridor lighting • Refuge and rest areas • Gathering spaces

PART C: FRAMEWORK & CORRIDOR STRATEGIES

Zone	West Gateway Considerations	West Gateway Recommendations
Pedestrian Zone	<p>The Frontage Zone for single family residential uses through this segment is not primed for activation and should be reserved for private uses.</p> <p>The Pedestrian Zone will be improved through this segment will the infill of sidewalk gaps to complete the overall network. These improvements also create the opportunity to support aesthetic improvements and are they key location for wayfinding signage.</p>	<ul style="list-style-type: none"> • Greenspaces and vegetation • Public art • Wayfinding • Transit
Buffer Zone	<p>The Buffer Zone should be maintained throughout this segment to provide a greenspace buffer between the trail/sidewalk and the roadway edge. This zone may vary in width throughout the section</p>	<ul style="list-style-type: none"> • Corridor lighting • Wayfinding • Greenspaces and vegetation • Crossing Signage
Roadway Zone	<p>The Roadway Zone is dedicated to the infrastructure that moves vehicles and bicyclists. This zone includes the roadway starting at the curb with the improvements described in the Transportation and Mobility Framework</p>	<ul style="list-style-type: none"> • Planted Median • Crosswalk improvements

Gateway Areas

The West Gateway is the first experience travels from the west have into the community. This creates opportunities for gateway signage to emphasize the arrival into Wayzata and establish the overall sense of place. There are multiple opportunities to incorporate gateway signage and infrastructure, including larger signage at the Ferndale Road intersection and banners or other elements in new median areas.

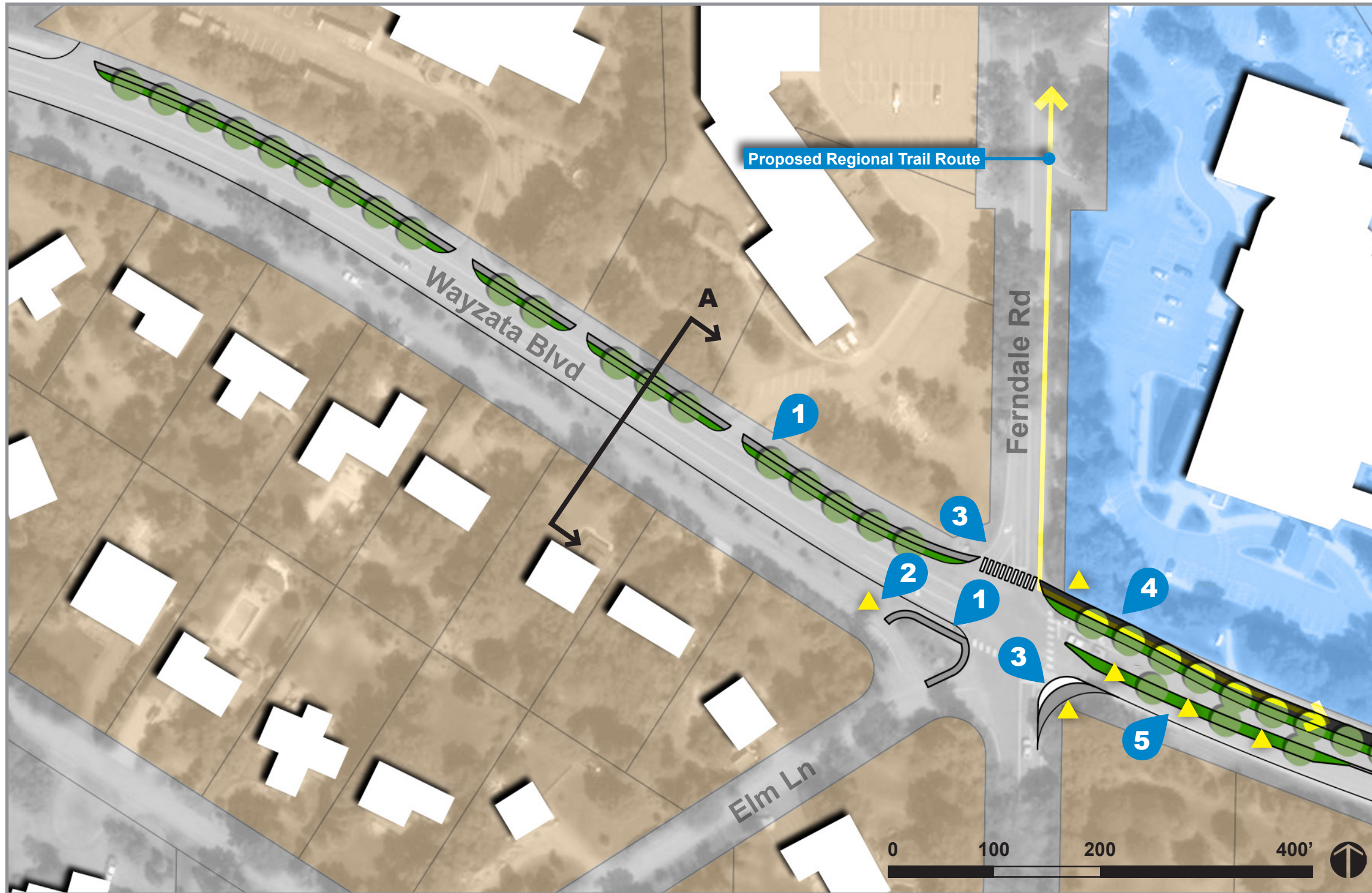
Public Art and Sense of Place

In addition to specific gateway improvements, other opportunities to introduce public art could be explored through the Pedestrian and Frontage Zones. At a minimum, the addition of planted medians introduces additional vegetation areas with opportunities for art installations. Adjacent public uses also create an opportunity to introduce public art installations or other investments.

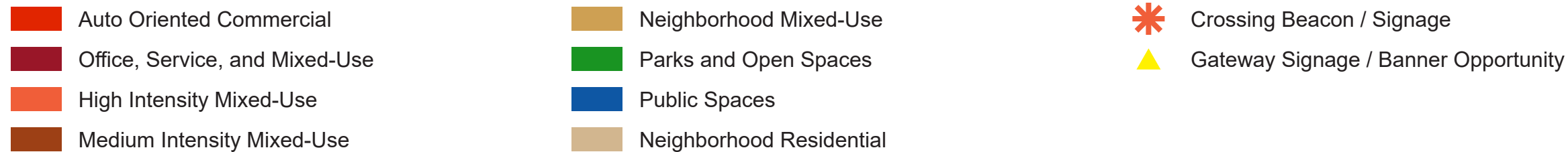
ILLUSTRATIVE PLAN

The following pages summarize the framework and strategies identified for the West Gateway.

Wayzata West Gateway



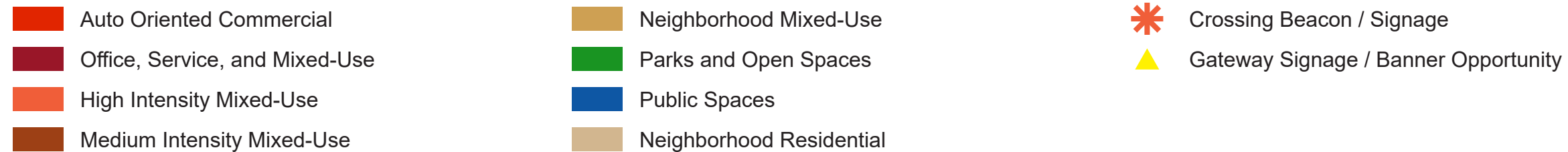
- 1 Close Sidewalk Gaps**
Close sidewalk gaps between Ferndale Rd and the Highway 12 overpass.
- 2 Gateway Opportunity**
Identify opportunities for gateway signage and banners at the West Gateway.
- 3 Omit Channelized Rights**
Omit channelized right turns at Ferndale Rd and replace with mountable truck aprons to lower vehicle speeds and to make pedestrian crossings safer.
- 4 Regional Trail Connection**
Connect to the Luce Line State Trail by closing the bikeway gap between Ferndale Rd and Barry Ave.
- 5 Extend Median**
Extend planted median west of Minnetonka Ave along Wayzata Blvd.



Wayzata West Gateway



- 1 Regional Trail Connection**
Connect to the Luce Line State Trail by closing the bikeway gap between Ferndale Rd and Barry Ave.
- 2 Extend Median**
Extend planted median west of Minnetonka Ave along Wayzata Blvd.



Wayzata West Gateway



1 Regional Trail Connection
Connect to the Luce Line State Trail by closing the bikeway gap between Ferndale Rd and Barry Ave.

2 Continue Bike Lanes
Continue the bike lanes north of Wayzata Blvd to improve safety and connections for cyclists.

Add Bike Crosswalks
Add bike crosswalks to communicate that bike facilities continue across Wayzata Blvd.

3 Omit Channelized Right
Omit channelized right turns at Barry Ave and replace with mountable truck aprons where applicable to lower vehicle speeds and to make pedestrian crossings safer.

4 Close Sidewalk Gaps
Close sidewalk gaps on the south side of Wayzata Blvd between Barry Ave and Minnetonka Ave.

5 Upgrade to RRFB Sign
Upgrade the crosswalk sign to a rectangular rapid flash beacon to improve pedestrian visibility.

6 Extend Median
Extend planted median west of Minnetonka Ave along Wayzata Blvd.

- | | |
|--------------------------------|--------------------------|
| Auto Oriented Commercial | Neighborhood Mixed-Use |
| Office, Service, and Mixed-Use | Parks and Open Spaces |
| High Intensity Mixed-Use | Public Spaces |
| Medium Intensity Mixed-Use | Neighborhood Residential |

- Crossing Beacon / Signage
- Gateway Signage / Banner Opportunity



PART D: IMPLEMENTATION PLAN

Part D: Implementation Plan

The actions identified within the section were built from community input, staff recommendations, and plan analysis. Since the beginning of the Wayzata Boulevard Corridor Study, a list of potential actions has been maintained and revised to respond to plan actions.

HOW TO USE THE IMPLEMENTATION PLAN




Implementation actions are presented in the following pages by plan focus area (e.g., transportation and mobility) and include regulatory, programming, planning and guidance actions, and strategies. To support implementation of each action, supporting information is provided. This information represents the most recent data available. Additionally, the implementation plan is bucketed into three timelines to gauge the overall pace of action. This implementation plan may not represent an exhaustive list of actions and should be reviewed and updated as needed to reflect the needs of the community.

IMPLEMENTATION ACTION TIMELINE:

Timeline Category	General Timeline	Actions for Consideration
Short Term Actions	0-4 years	<ul style="list-style-type: none">• Primary safety improvements within Wayzata controlled right-of-way (ROW)• Land Use policy or regulatory updates• Public Realm policy updates and framework
Medium Range Actions	4-10 years	<ul style="list-style-type: none">• Safety improvements within Hennepin County ROW• Transportation improvements within Wayzata ROW• Development action support and implementation• Public Realm investments
Long Range Actions	10+ years	<ul style="list-style-type: none">• Transportation improvements within Hennepin County ROW• Development action support and implementation• Public Realm investments

PART D: IMPLEMENTATION PLAN

IMPLEMENTATION PLAN ELEMENTS TO CONSIDER:

Category	Description	How is this displayed?
Action Type	Identifies the general action type from the following categories: <ul style="list-style-type: none"> • Regulatory: development of policy or ordinance • Program: creation or maintenance of program • Planning: action that require additional planning or exploration for implementation • Guidance: general guidance to be considered during the decision-making process • Infrastructure: construction of infrastructure improvements 	Notation of the type of action: Regulatory, Program, Planning, Guidance, or Infrastructure
Supporting Principle(s)	Which of the eight established guiding principles does this action support?	Each supported principle is highlighted in color and unsupported principles are grey. 
Complexity	How complex is the implementation of the action? This category identifies the overall complexity for achieving success for each action. Factors that inform a low, medium, or high rating of complexity include cost, coordination with partners, and the completion of additional studies.	The level of complexity is provided on a scale of low, medium, and high. 
Benefit	What is the overall benefit of the implementation of the action? This category identifies the overall level of benefit of the action for the community. Factors that inform a low, medium, or high benefit rating include those that directly support progress of the Wayzata Boulevard Corridor Vision and Guiding Principles and increase the city's capacity for success.	The range of benefit complexity is provided on a scale of low, medium, and high, identified by the colored circles. 

PART D: IMPLEMENTATION PLAN

Category	Description	How is this displayed?
Partners	<p>What partners can assist in carrying out the action?</p> <p>This category identifies partners that may support the implementation of this action. This is not meant to be an exhaustive list.</p>	Potential partners have been identified by name.

IMPLEMENTATION ACTIONS

SHORT TERM IMPLEMENTATION ACTIONS (0 TO 5 YEARS)

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Update the height requirements within appropriate mixed-use districts to allow up to 4 stories in the areas identified for High Intensity Mixed-Use.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Public Approval
1	2	3	4										
5	6	7	8										
Evaluate the effectiveness of the home occupation uses within the R-3 district and make updates as warranted.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Public Approval
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5	6	7	8										
Assess existing front yard setbacks for zoning districts fronting Wayzata Boulevard and consider expanding to maintain consistent frontage or using setback averaging.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ○ ○	Public Approval
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5	6	7	8										
Maintain the consideration for a Drive Thru through Conditional Use Permit only.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Public Approval
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5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Continue coordination with Metro Transit regarding the potential redevelopment of the Park-and-Ride site.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit
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5	6	7	8										
Support the due diligence work of Metro Transit, including market research efforts.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit Wayzata HRA
1	2	3	4										
5	6	7	8										
Develop a semi-annual property owner conversation for commercial and residential properties to provide an avenue of communication.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval Property Owners
1	2	3	4										
5	6	7	8										
Regularly review and update parking requirements, including the provision of shared parking.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore an access management policy and guidance to support the consolidation of access points along Wayzata Boulevard through the development process.	Regulatory	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
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Continue to support connections to natural areas either through the development process or city investment.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
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Complete the short-term improvements identified at the Wayzata Boulevard and Barry Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
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PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Complete the short-term improvements identified at the Wayzata Boulevard and Ferndale Road intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
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5	6	7	8										
Complete the short-term improvements identified at the Wayzata Boulevard and Superior Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Complete the short-term improvements identified at the Wayzata Boulevard and Broadway Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
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5	6	7	8										
Explore funding opportunities and program the Wayzata Boulevard improvements from Highway 12 to Superior Avenue within the city's Capital Improvement Program.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
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Actively coordinate with Hennepin County regarding future improvements to Wayzata Boulevard and Central Avenue.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Hennepin County
1	2	3	4										
5	6	7	8										
Support Hennepin County restriping of Central Avenue as identified with future resurfacing efforts.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Hennepin County
1	2	3	4										
5	6	7	8										
Actively coordinate with Three Rivers Park District on the identification of future regional trails.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Three Rivers Park District
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Update the Wayzata Wayfinding Plan to include specific direction for Wayzata Boulevard and include gateway guidance and standards.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Expand the city's brand standards to include any permanent and temporary signage as identified within the gateway plan.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Create and refine design standards for public realm improvements including sidewalk/trail design, ADA improvements, furnishing areas, etc.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore public art opportunities, identifying the first location for an installation.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Review existing building design standards and ensure that regulations align with the gateway plan and sense of place.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Incorporate Wayzata Boulevard streetscape improvements in the Capital Improvement Program for future installation.	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

MEDIUM RANGE IMPLEMENTATION ACTIONS (5 TO 10 YEARS)

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Continue to coordinate with Metro Transit regarding redevelopment of the Park-and-Ride Site.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit
1	2	3	4										
5	6	7	8										
Support economic development actions needed to support the redevelopment of the Park-and-Ride site.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metro Transit Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Explore grant opportunities to support regulatory updates or development activities.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Create FAQ or additional information to educate developers and property owners of the development process and guidelines along Wayzata Boulevard.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Establish guidelines for a mix of housing typologies within the Medium and High Intensity Mixed-Use categories (e.g., market rate, high end, etc.)	Program	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			HRA
1	2	3	4										
5	6	7	8										
Support improvements that strengthen the connection to the neighborhood and sense of place through regulatory actions.	Guidance	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Complete the short-term improvements identified at the Wayzata Boulevard and Central Avenue intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ●	● ● ●	Public Approval Hennepin County
1	2	3	4										
5	6	7	8										
Complete the short-term improvements identified at the Wayzata Boulevard and Bushaway Road intersection.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ●	● ● ●	Public Approval Hennepin County
1	2	3	4										
5	6	7	8										
Construct roadway improvements to Wayzata Boulevard within City of Wayzata owned right of way.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	● ● ●	Public Approval
1	2	3	4										
5	6	7	8										
Construct sidewalk connections to close sidewalk gaps between Highway 12 and Superior Boulevard.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	● ● ●	Public Approval
1	2	3	4										
5	6	7	8										
Actively coordinate with Hennepin County regarding future improvements to Wayzata Boulevard and Central Avenue, including the identification of improvements within the County's programming.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	● ● ●	Hennepin County
1	2	3	4										
5	6	7	8										
Coordinate with MnDOT regarding regional transportation, including a potential interchange at Ferndale Road.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ● ○	○ ● ○	MnDOT City of Plymouth
1	2	3	4										
5	6	7	8										
Actively coordinate with Three Rivers Park District on the identification of future regional trails.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8	● ○ ○	● ● ○	Three Rivers Park District
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Implement bike improvements as needed to support regional trail connections.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Install wayfinding signage and infrastructure as identified within the wayfinding and gateway plan.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Install gateway signage and infrastructure as identified within the wayfinding and gateway plan.	Infrastructure	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore the creation of a public art commission or council and create programming for permanent and temporary installations.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Explore opportunities for community events to be located along Wayzata Boulevard.	Planning	<table border="1"> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> </tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										

PART D: IMPLEMENTATION PLAN

LONG RANGE IMPLEMENTATION ACTIONS (10 OR MORE YEARS)

Action	Action Type	Supporting Principle(s)	Complexity	Benefit	Partners								
Update the Wayzata Boulevard Corridor Study to align with the 2050 Comprehensive Plan update.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Community
1	2	3	4										
5	6	7	8										
Continue to coordinate with Metro Transit regarding redevelopment of the Park-and-Ride Site.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Metro Transit
1	2	3	4										
5	6	7	8										
Support economic development actions needed to support the redevelopment of the Park and Ride site.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Metro Transit Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Explore grant opportunities to support regulatory updates or development activities.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Metropolitan Council HRA
1	2	3	4										
5	6	7	8										
Construct roadway improvements to Wayzata Boulevard within County owned right-of-way.	Infrastructure	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Public Approval Hennepin County
1	2	3	4										
5	6	7	8										
Construct roadway improvements to Central Avenue within County owned right-of-way.	Infrastructure	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Public Approval Hennepin County
1	2	3	4										
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Coordinate with MnDOT regarding regional transportation, including a potential interchange at Ferndale Road.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			MnDOT City of Plymouth
1	2	3	4										
5	6	7	8										
Update gateway and wayfinding signage as needed and establish a maintenance program.	Infrastructure	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										
Continue to support community events within the corridor.	Planning	<table border="1"> <tr><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td></tr> </table>	1	2	3	4	5	6	7	8			Public Approval
1	2	3	4										
5	6	7	8										

Appendix A: Community Engagement Feedback

Phase 1 Engagement Summary

Phase 2 Engagement Summary

WAYZATA BOULEVARD CORRIDOR STUDY

ENGAGEMENT SUMMARY - AUGUST - OCTOBER 2022

PROJECT DESCRIPTION

The City of Wayzata is leading the Wayzata Boulevard Corridor Study and looking to transform the area into an even more welcoming, safe and connected corridor for the Wayzata community. The corridor study will establish a vision that extends beyond the curb line and provides a cohesive framework for land use, development regulation, future roadway and sidewalk infrastructure and streetscape improvements, as well as near-term and long-term safety improvements for pedestrians and motorists.



WHAT ENGAGEMENT OCCURRED?



Pop up Event

September 11, James J. Hill Days



Business and Organization Stakeholders Meeting


October 17, Wayzata Community Room



Community Survey


August 29 - October 14

217 Responses




WHAT WE HEARD

The Wayzata Boulevard Corridor Study conducted an initial round of community engagement to identify potential corridor opportunities and confirm existing issues along the corridor. The study team engaged with residents, business owners, and visitors to the area in multiple ways from September through October 2022, including a pop-up event, online community survey, door knocking to businesses and organizations along the corridor, yard signs and broad promotion, as well as a stakeholder meeting at the Wayzata Community Room.



WHAT SHOULD WE PRIORITIZE ABOUT WAYZATA BOULEVARD?



- **Better pedestrian connections**
- **Traffic safety**
- **Roadway design and appearance**

The two biggest concerns:

- **Access management** (pulling in and out of driveways and business entrances)
- **Safety** for all modes, including motorist, pedestrians and bicyclists.



PEOPLE WANT TO SEE MORE



Parks



Dining and Entertainment



Everyday Shopping



Personal Services



Arts and Cultural Opportunities

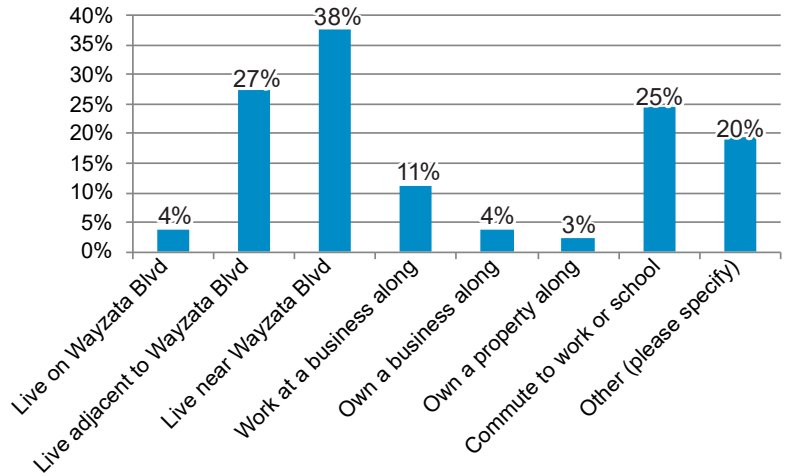




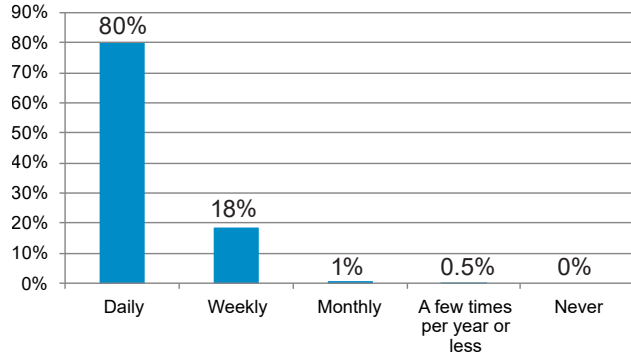
SURVEY RESULTS

An online survey was available from August 29 - October 14. The survey asked the public what was important to them about Wayzata Boulevard, what issues should be prioritized, and what they would like to see more of on Wayzata Boulevard. See survey results below.

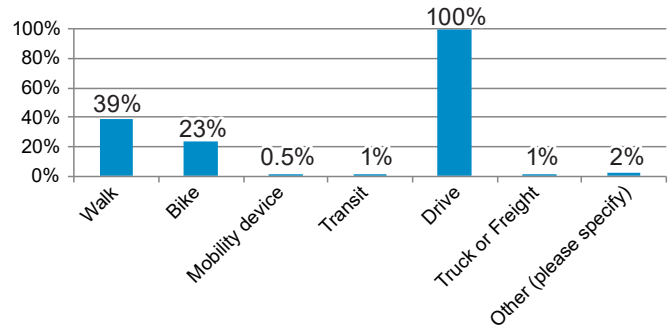
1) Where do respondents live?



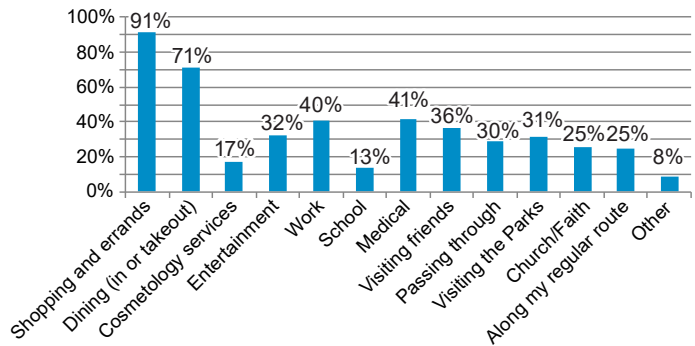
2) How often do respondents travel on Wayzata Blvd?



3) How do respondents travel on Wayzata Blvd or Central Ave N?



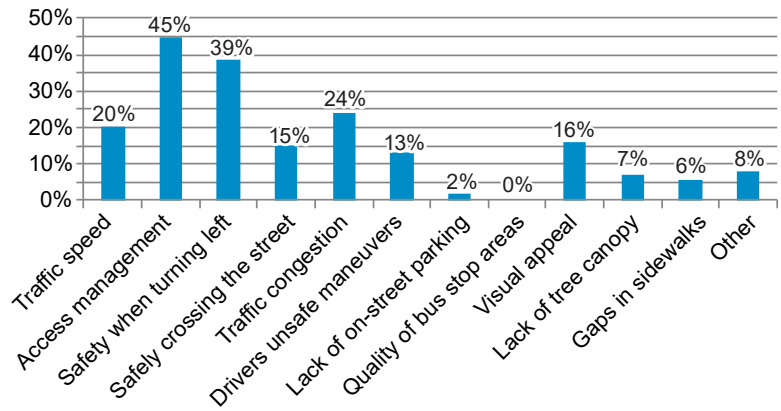
4) What are the primary purposes for travel on Wayzata Blvd or Central Ave N?





SURVEY RESULTS

5) What are the top concerns about the Wayzata Blvd?



6-7) How should we prioritize transportation modes for each section?

Wayzata Blvd to Highway 12

- 1) Car/Vehicle
- 2) Walk
- 3) Mobility Device
- 4) Transit
- 5) Bike

Superior Blvd to Highway 12

- 1) Car/Vehicle
- 2) Walk
- 3) Mobility Device
- 4) Transit
- 5) Bike

Minnetonka Ave to Superior Blvd

- 1) Car/Vehicle
- 2) Walk
- 3) Mobility Device
- 4) Transit
- 5) Bike

Highway 12 to Minnetonka Ave

- 1) Car/Vehicle
- 2) Walk
- 3) Mobility Device
- 4) Transit
- 5) Bike



SURVEY RESULTS



8-9) What comes to mind for each section of Wayzata Blvd? What should be changed or improved for each section of Wayzata Blvd?

Wayzata Blvd to Highway 12

Frequently mentioned

- Congestion
- Traffic
- Bad turns
- Dangerous
- Accidents

Changes or improvements

- Turn lanes
- Landscaping
- Traffic management
- Pedestrian friendly options

Superior Blvd to Highway 12

Frequently mentioned

- Congestion
- Dangerous
- Busy
- Businesses
- Unsafe

Changes or improvements

- Safer turns
- More pedestrian facilities
- Ease of business access

Minnetonka Ave to Superior Blvd

Frequently mentioned

- Too many cars
- Residential
- Nice trees

Changes or improvements

- Preserve current feel
- Safer for walkers

Highway 12 to Minnetonka Ave

Frequently mentioned

- Good flow
- Less traffic

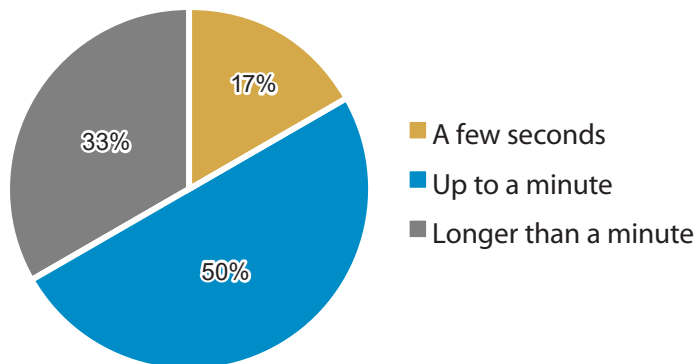
Changes or improvements

- More landscaping
- Emphasize walkers and bikers
- Lower speed limit



SURVEY RESULTS

12) How long do you typically have to wait to cross Wayzata Blvd or Central Ave?



13) Why do you visit Wayzata Blvd?

Most important reasons people visit the corridor.

1. Everyday shopping
2. Dining and entertainment
3. Parks
4. Banking
5. Health care services
6. Consumer goods
7. Specialty shops
8. Personal services
9. Government services
10. Employment
11. Church, faith communities
12. Arts & cultural opportunities
13. Sports facilities & events
14. Accounting and legal services

14) What do you want to see more of on and around Wayzata Blvd?

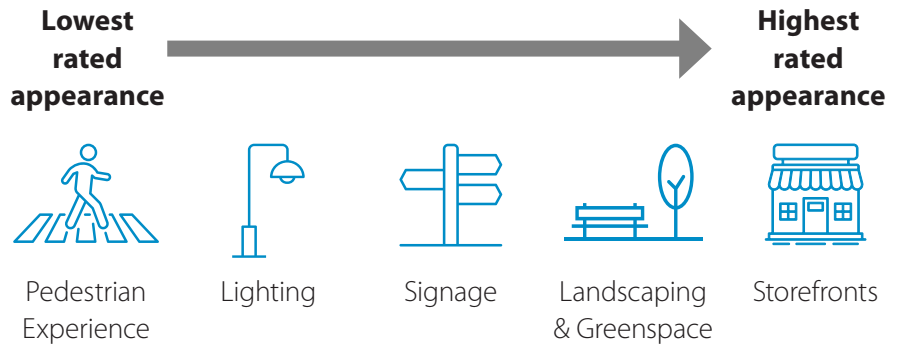
Top priorities identified.

1. Dining and entertainment (tie)
1. Parks (tie)
3. Everyday shopping
4. Specialty shops
5. Arts & cultural opportunities
6. Health care services
7. Personal services
8. Consumer goods
9. Employment
10. Banking
11. Government services
12. Church, faith communities
13. Sports facilities & events
14. Accounting and legal services



SURVEY RESULTS

15) Please rate (1 low - 5 high) the current appearance of different items along Wayzata Blvd



16) What issues or opportunities should be prioritized along Wayzata Blvd and Central Ave N?

Top priorities identified




- 1.** Better pedestrian experience
- 2.** Roadway design and appearance
- 3.** Traffic safety
- 4.** Better bicycle options
- 5.** Accessibility improvements for seniors and disabled people
- 6.** More dining options
- 7.** More opportunities to socialize and interact
- 8.** Public Art/Gateways
- 9.** Improved parking
- 10.** Changes to the mix of businesses
- 11.** Different housing choices


WAYZATA BOULEVARD CORRIDOR STUDY


ENGAGEMENT SUMMARY - FEBRUARY TO MARCH 2023

PROJECT DESCRIPTION

The City of Wayzata is leading the Wayzata Boulevard Corridor Study and looking to transform the area into an even more welcoming, safe and connected corridor for the Wayzata community. This phase of engagement provided multiple opportunities to share project updates and gather input to inform strategies and recommended actions. Input received at pop-ups and the open house was closely aligned and summarized below.

 <p>WHAT ENGAGEMENT OCCURRED?</p>	 <p>Pop up Events</p> <p>February 16 & March 2, Lunds-Byerlys</p>	 <p>Open House Event</p> <p>March 14, Wayzata Community Room</p>	<p>Engaged 100+ Community Members</p>
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 <p>ENGAGEMENT OVERVIEW</p>	<p>This phase of engagement opened the conversation with community members to dig into the specific improvements and recommendations for the Wayzata Boulevard Corridor Study. Two pop-up events were held at Lunds-Byerlys to gather to interact with community members, inform them of the project, and gather input. A community Open House was held from 4 to 6pm at the Wayzata Community Room on March 14, 2023. The community open house included a short presentation at 4:15 and 5:15 and attendees were able to engage with a number of activities in the room. Online attendees were also welcomed via Zoom.</p>
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 <p>WHAT WERE THE COMMON THEMES?</p>	<ul style="list-style-type: none"> • The development and built environment along Wayzata Boulevard create an opportunity to maintain the charm and services needed for the community. It should have its own identity. • Infrastructure to support movement by all modes (e.g., walking, biking, and driving) is important, but the safety for everyone must be prioritized. • Enhancing the plantings, landscaping and green spaces along the corridor, along with access to parks and recreation, is desired.
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 <p>WHERE ARE INVESTMENTS WANTED?</p>	 <p>Additional Sidewalks and Trails</p>  <p>Improved Crossings for Bikes and Pedestrians</p>  <p>Increased plantings and landscaping</p>  <p>Investments in Parks and Open Spaces</p>  <p>Improvements to sight-lines</p>
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ENGAGEMENT RESULTS

Open House attendees were asked to create their own vision statement for Wayzata Boulevard by filling in the blanks or creating their own statement. The following statements were created.

Statement 1

Wayzata Boulevard is a corridor that is **traffic heavy** and **polluted** and is designed for **cars and buses**.

Wayzata Boulevard is a corridor that is **safe** and **walkable** and is designed for **pedestrians and locals**.

Wayzata Boulevard is a corridor that is **greener** and **quieter** and is designed for **shopping, eating, and slower travel**.

Wayzata Boulevard is a corridor that is **safe** and is designed for **children in the neighborhood to walk to school and families to bike down to the trails**.

Wayzata Boulevard is a corridor that is **safe** and **easy** and is designed for **walking and driving**.

Wayzata Boulevard is a corridor that is **safe** and **pedestrian friendly** and is designed for **directing traffic through or to the lake and restaurants**.

Statement 2

Wayzata Boulevard is **defining** to the community, serving as **service businesses** and **residential housing**.

Wayzata Boulevard is **main corridor** to the community, serving as **family** and **neighbors**.

Wayzata Boulevard is **necessary** to the community, serving as **a through-way** and **a beautiful site**.

Statement 3

The identity of Wayzata Boulevard is showcased through **safety** and **availability**.

The identity of Wayzata Boulevard is showcased through **upgrades under development, commercial east of Central Avenue**.

The identity of Wayzata Boulevard is showcased through **median trees** and **controlled speed**.

The identity of Wayzata Boulevard is showcased through **too little green space, unpleasant sidewalk right up against to busy road**.



ENGAGEMENT RESULTS

Open House attendees were asked what investments they would like to see made to the public realm or streetscape along the corridor. The following ideas were generated.

Connecting people to destinations within the community.



No bike lanes on Wayzata Blvd between 101 and Bushaway. Way too dangerous! This is a main route in and out of Wayzata.

Fully connected sidewalk system

Functionality of road (still need to get to businesses)

Not need a car to get around, that way we can journey instead of being in a metal box (car)

Safe for pedestrians as a priority over bikes and traffic speeds

Creating places and spaces for people to connect.



Festivals and community events that close the street for bikes and peds only.

Fewer cars and more bikes will lead to greater independence for children using parks and school.

Connect to the Big Woods

Enhancing the sense of place and identity for Wayzata and the Wayzata Boulevard corridor.



Have reasonable rent rates for vendors. There is virtually no where to sit and have coffee west of 101.

Creating a safe and welcoming environment.



Intersection of Benton and Superior

Crossing of Central - scooters

Don't reduce traffic lanes. If you do, it will be congested and dangerous as Lake Street is now

Outdoor Cafes

Ped Safety. Ped crossings west of Central

Reduce traffic lanes to one each way for safety and making left turns easier. All 6 roads connect are 1 lane

Slow traffic down

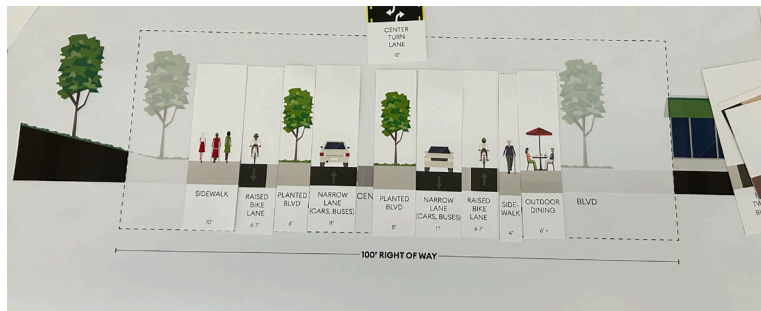
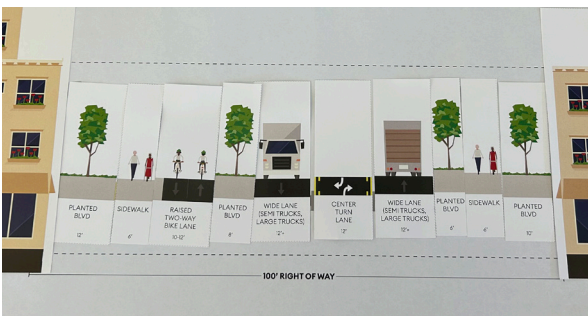
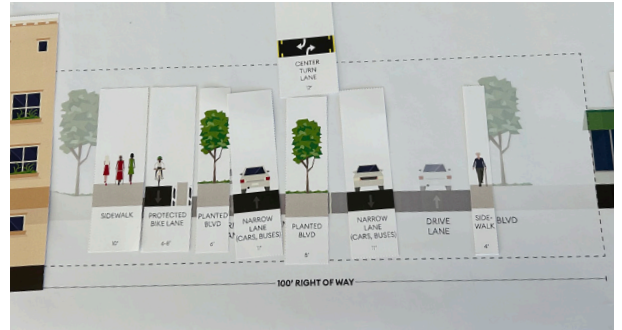
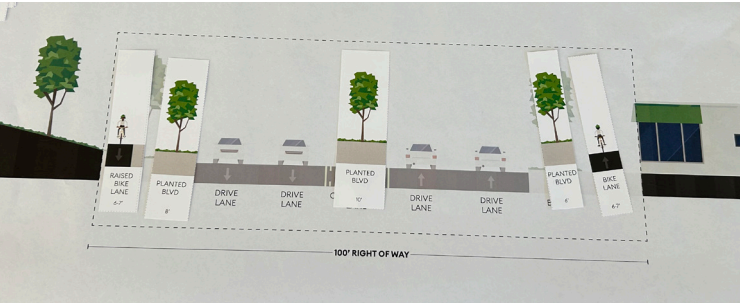
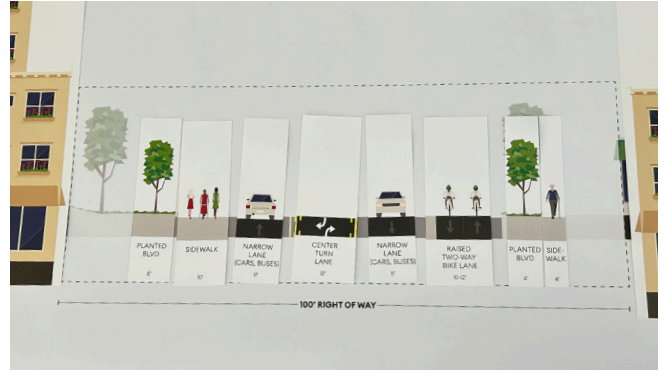
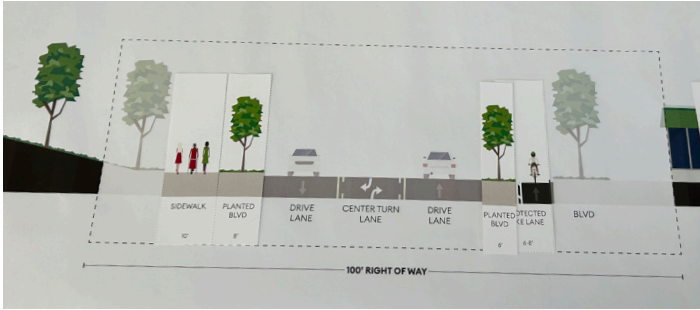
Traffic Calming

The easier it is to drive "level of service" the more people will drive it. No speed limit increase has ever permanently decreased traffic. Lower speeds, safer streets.



ENGAGEMENT RESULTS

Open House attendees were asked to design their own Wayzata Boulevard between Central and Bushaway Rd. They were providing a figure of the existing design and were provided various design elements to create an updated roadway design.



Appendix B: CSC Charrette Summaries

Vision Meeting: August 2022

Land Use Charrette: November 2022

Transportation Charette: April 2022

Key Theme Exercise

Wayzata Boulevard Corridor Study



LAND USE

Redevelopment, new development, building materials, sense of place.

	Topic:	Description:	Effort:	Priority:
A		Use land use to reinforce village character at east entry (Central/Bushway)	<input type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	<input checked="" type="checkbox"/> 1 2 3 4 5
B		Use land use to build holistic community with residents driving retail, not just commerce	<input type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	<input checked="" type="checkbox"/> 1 2 3 4 5
C	Redevelopment	Density, affordable housing/mixed use	<input type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	1 2 <input checked="" type="checkbox"/> 3 4 5
D	Transit center, expand the park (meaningful to local residents)		<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
E	Building form	Active ground floor	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
F	Housing above		<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
G	Affordable, small size units		<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
H	No more drive thrus		<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
I	Colonial Square	Mixed use development – neighborhood services	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
J	4-5 stories on east segment	Redevelop with housing	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5



MOBILITY

Travel around by walking, rolling, bicycling, driving, and freight, as well as parking.

	Topic:	Description:	Effort:	Priority:
A	Multimodal	Take advantage of regional trails/make Wayzata a hub for the regional network	<input type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	1 2 3 4 5
B	Mobility/Safety	Make Wayzata more walkable	<input checked="" type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	<input checked="" type="checkbox"/> 1 2 3 4 5
C	Connectivity	Trails, parks, commercial, and neighborhoods	<input type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	<input checked="" type="checkbox"/> 1 2 3 4 5
D	Connectivity	Big Woods and Nature Preserve	<input type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	1 2 3 4 <input checked="" type="checkbox"/> 5
E	Bike lanes or off-street trails	Off-street on west and east segments	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	<input checked="" type="checkbox"/> 1 2 3 4 5
F	Sidewalk connections	Consistent, wide sidewalks	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
G	Crossing the Blvd - connecting neighborhoods in north to Lake Street	Clear and safe pedestrian crossing and nature areas/parks	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	<input checked="" type="checkbox"/> 1 2 3 4 5
H	Parking shared among multiple facilities		<input checked="" type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
I	Planning for electric vehicles, driverless vehicles		<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5
J	Islands of refuge at crossings		<input checked="" type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	1 2 3 4 5

Key Theme Exercise

Wayzata Boulevard Corridor Study



PUBLIC REALM & STREETScape

Pedestrian realm, lighting, landscaping, signage, wayfinding, public art, etc.

	Topic:	Description:	Effort:	Priority:
A	Placemaking	Incorporate unique public art (Wells Fargo corner) to create identity (in ROW by City or Condition of development, % for public art)	<input checked="" type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	
B		Define entrance through streetscape elements, gateway	<input checked="" type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	
C	Wayfinding	Gateway and signage, consider routing to Central	<input checked="" type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	
D	Nice places to sit		<input checked="" type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	
E	Update benches		<input checked="" type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	
F	New tree plantings and nice village street lighting	Make it feel like a village Gateway signage at city boundaries – thoughtful design and placement	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	



ROADWAY SAFETY

Opportunities for the safe movement of goods and people throughout the corridor.

	Topic:	Description:	Effort:	Priority:
A	Safety	Improve pedestrian, traffic and other mode safety	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	
B	Safety	Roundabouts (Ferndale and Barry), medians, traffic calming, pedestrian buffers, access points	<input type="checkbox"/> Low Hanging Fruit <input checked="" type="checkbox"/> Aspirational	
C	Access to coffee and gas station	We need these services and they are popular, though access points are confusing (scary left turns)	<input type="checkbox"/> Low Hanging Fruit <input type="checkbox"/> Aspirational	

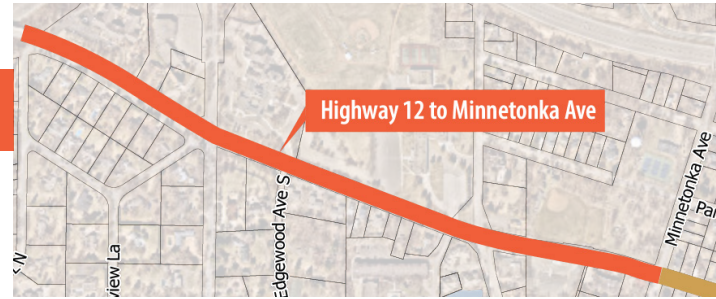
Issues and Opportunities Exercise

Wayzata Boulevard Corridor Study

ISSUE: An existing condition, design, or feature that creates a problem, challenge, or barrier.

OPPORTUNITY: An existing condition, design, or feature that should be expanded or added.

Highway 12 to Minnetonka Ave



Issue:

- Limited intersection conflicts
- Few crosswalks
- Few sidewalks

Details:

Only stacked stop sign in the State – issue with collisions

What should be explored to address the issue?

Opportunity:

- Ample corridor width
- Space for trails and medians
- Focus on trail connections

Details:

Trails on Barry and Ferndale

What should be explored to capitalize on the opportunity?

Issue:

- Speed and transition between rural area
- Lack of sidewalk continuity

Details:

No buffer at sidewalk; Underwhelming aesthetically; Under used park and ride

What should be explored to address the issue?

Stop sign at Barry; Curb and gutter

Opportunity:

- Park and ride development and adjacent parcel
- Regional trail connection

Details:

Tie together sidewalk connections

What should be explored to capitalize on the opportunity?

Adjacent parcels; Partnerships – Three Rivers Park District, Metro Transit; Expand park (NE corner of Barry)

Issue:

- Intersection of Ferndale – lots of idling
- Lack of sidewalk connections along Blvd
- Speed issue: 50 to 35 mph – road too wide
- Dangerous crossings at Barry, near school and park

Details:

Design speed is too high

What should be explored to address the issue?

Opportunity:

- Roundabout at Ferndale
- Build sidewalk
- Continue tree island median all the way to Highway 12
- Park and Ride site redevelopment

Details:

Housing above bus facilities at park and ride; Barry – potentially lots of crossing signage

What should be explored to capitalize on the opportunity?

Issues and Opportunities Exercise

Wayzata Boulevard Corridor Study

ISSUE: An existing condition, design, or feature that creates a problem, challenge, or barrier.

OPPORTUNITY: An existing condition, design, or feature that should be expanded or added.

Minnetonka Ave to Superior Blvd



Issue:

- Potential pedestrian improvements

Details:

Sidewalks, crossings

What should be explored to address the issue?

Opportunity:

Details:

What should be explored to capitalize on the opportunity?

Issue:

- Best practices for sidewalks and intersections

Details:

How do we get to Mill Street ramp?

What should be explored to address the issue?

- Roadway improvements
- Signage to downtown

Opportunity:

- New development

Details:

What should be explored to capitalize on the opportunity?

- Partnerships with developers

Issue:

- Not easy to bike – still high traffic speed
- Room for parking but no one needs them
- Unsafe crossings

Details:

Sidewalks, crossings

What should be explored to address the issue?

Opportunity:

- NOAH (naturally occurring affordable housing) buildings - preserve
- Save smaller units
- Add bike lanes

Details:

What should be explored to capitalize on the opportunity?

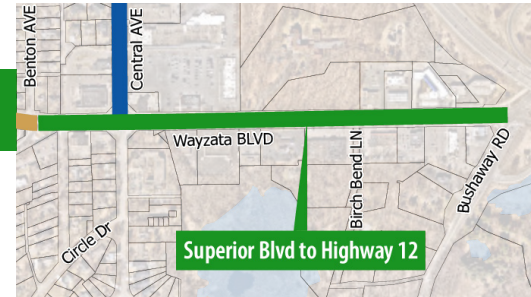
Issues and Opportunities Exercise

Wayzata Boulevard Corridor Study

ISSUE: An existing condition, design, or feature that creates a problem, challenge, or barrier.

OPPORTUNITY: An existing condition, design, or feature that should be expanded or added.

Superior Blvd to Highway 12



Issue:

- Accesses need to be cleaned up
- Central and Bushaway only crossings
- Fast traffic

Details:

What should be explored to address the issue?

Opportunity:

- Create sense of place
- Make clear you are not on Highway anymore

Details:

Expensive Option: off ramp at Ferndale to relieve traffic; Crosswalk at Birchbend to connect to new Big Woods entrance

What should be explored to capitalize on the opportunity?

- Public Art
- Crosswalks

Issue:

- Safety, barrier of road cuts town
- Vehicular oriented

Details:

Third lane confusing as driver; Sidewalk gaps; Lack of control

What should be explored to address the issue?

Calm traffic, pedestrian friendly; Density/mixed use

Opportunity:

- Gateway, land use/development

Details:

Signage to parks/Big Woods

What should be explored to capitalize on the opportunity?

Clarify access points/consolidation; Facilitate development we want

Issue:

- Not safe biking
- Not a charming street
- Lots on south side aren't deep – hard to redevelop
- Lack of housing density on corridor, lack of affordable housing

Details:

What should be explored to address the issue?

Opportunity:

- Separated off-street trail for maximum safety
- Connect Big Woods and natural area

Details:

Off-Street trail connections to neighborhoods for families; Build affordable housing 4-5 stories above commercial; Views of lake possible from upper stories on south side of lake

What should be explored to capitalize on the opportunity?

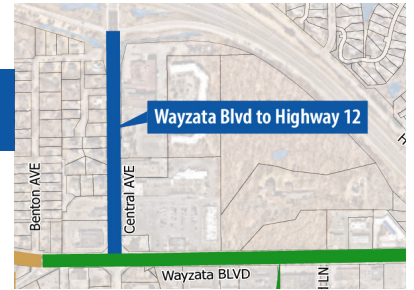
Issues and Opportunities Exercise

Wayzata Boulevard Corridor Study

ISSUE: An existing condition, design, or feature that creates a problem, challenge, or barrier.

OPPORTUNITY: An existing condition, design, or feature that should be expanded or added.

Wayzata Blvd to Highway 12



Issue:

- Improve pedestrian safety

Details:

What should be explored to address the issue?

Opportunity:

- Potential fast access to town if Wayzata is slowed

Details:

What should be explored to capitalize on the opportunity?

Issue:

- "Ugliest"
- Could get more traffic
- Safety

Details:

Pedestrian Safety

What should be explored to address the issue?

Opportunity:

- Medical building and colonial square development
- Gateway signage
- Shift highway signage to Wayzata
- Streetscape improvements

Details:

What should be explored to capitalize on the opportunity?

Issue:

- Turning into bank, pharmacy, grocery store
- Land use doesn't allow 4-5 stories

Details:

What are the traffic counts?

What should be explored to address the issue?

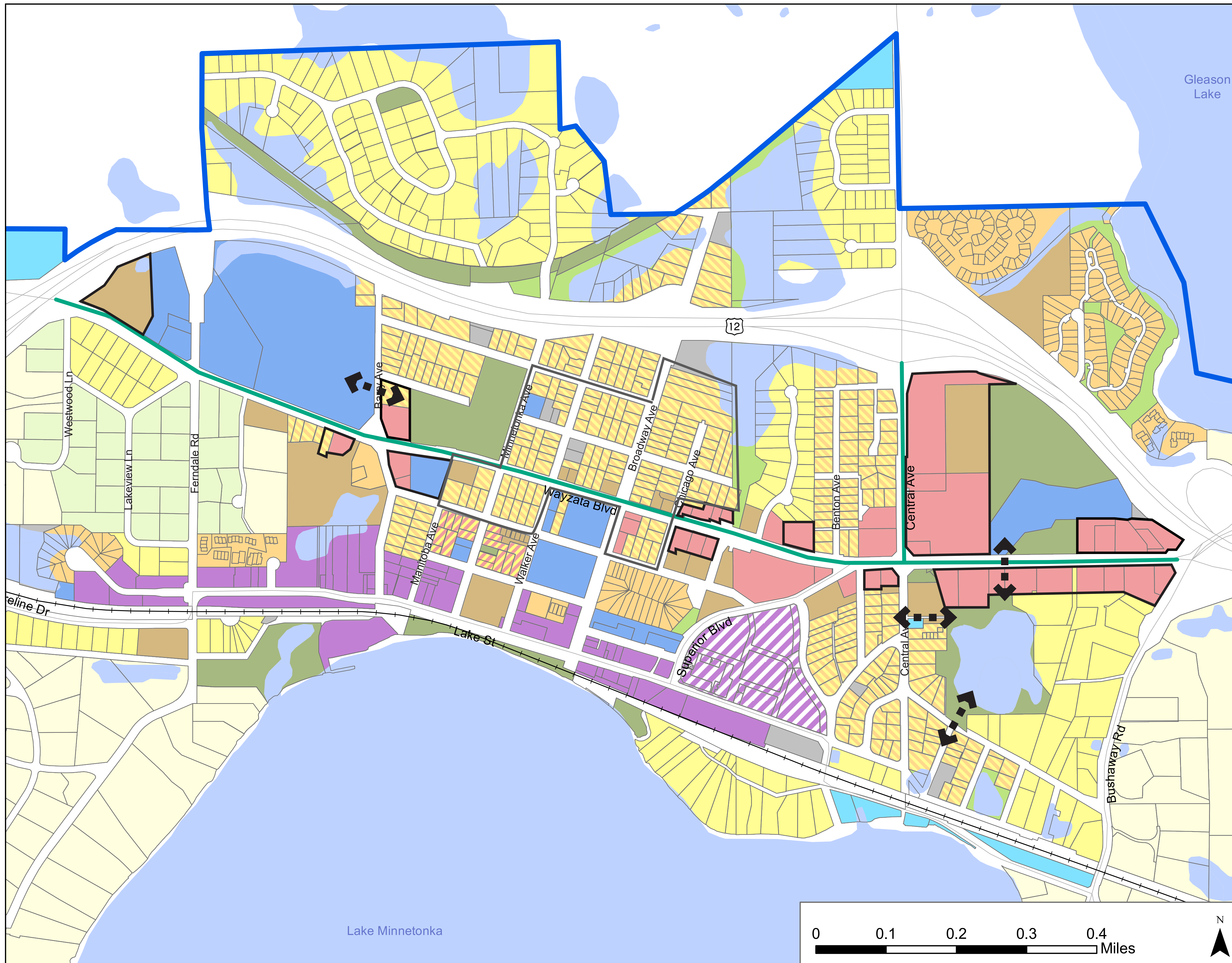
Redesign road and access points

Opportunity:

- Show that you're entering a town

Details:

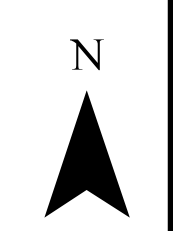
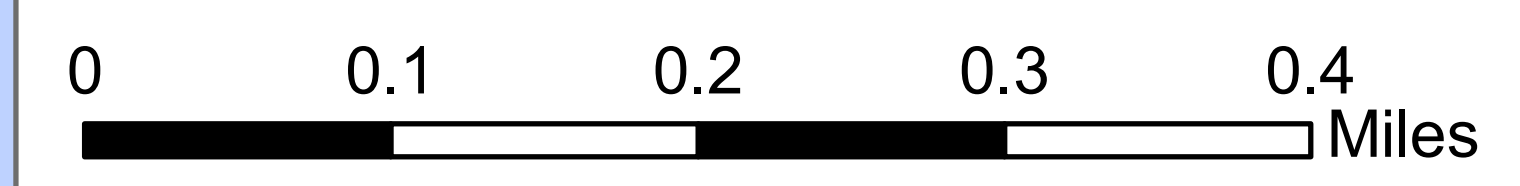
What should be explored to capitalize on the opportunity?



Existing Land Use

Legend

- Wayzata Boulevard Corridor Study Area
- Estate Single Family - 0.25 to 0.5 units/acre
- One Acre Single Family - 0.5 to 1 unit/acre
- Low Density Residential - 1 to 3 units/acre
- Central Core Residential - 3 to 6 units/acre
- Medium Density Residential - 6 to 12 units/acre
- High Density Residential - 12 or more units/acre
- Commercial
- Mixed-Use Residential and Commercial
- Central Business District - 20 or more units per acre
- Downtown Mixed-Use District - 20 or more units per acre
- Institutional/Public
- Semi-Public/Private
- Parks
- Public Open Space
- Vacant



Wayzata Boulevard Corridor Study

Highway 12 to Minnetonka Ave

Mixed-Use Commercial / Residential
 75% Residential (Condo/Higher End) and 25% Commercial
 Maximum 3 Stories with terraced setbacks.

Central Core Residential
 Residential - Single Family Residential - Row Housing/Fourplex

High Density Residential
 Residential - Small Scale Apartment Residential - Row Housing

Institutional / Open Space
 Institutional - School and Church
 Green Space/Park

Minnetonka Ave to Superior Blvd

Mixed-Use Commercial / Residential
 75% Residential (Condo/Higher End) and 25% Commercial
 Maximum 3 Stories

Residential - Row Housing

Central Core Residential
 Residential - Single Family Residential - Row Housing/Fourplex

Small Business and Office Uses (C1-A)

High Density Residential
 Residential - Small Scale Apartment Residential - Row Housing

Institutional / Open Space
 Institutional
 Green Space/Park

Superior Blvd to Highway 12

Mixed-Use Commercial / Residential
 75% Residential (Market Rate) and 25% Commercial
 Maximum 5 Stories

Central Core Residential
 Residential - Single Family Residential - Row Housing/Fourplex

High Density Residential
 Residential - Apartments

Institutional / Open Space
 Institutional
 Green Space/Park

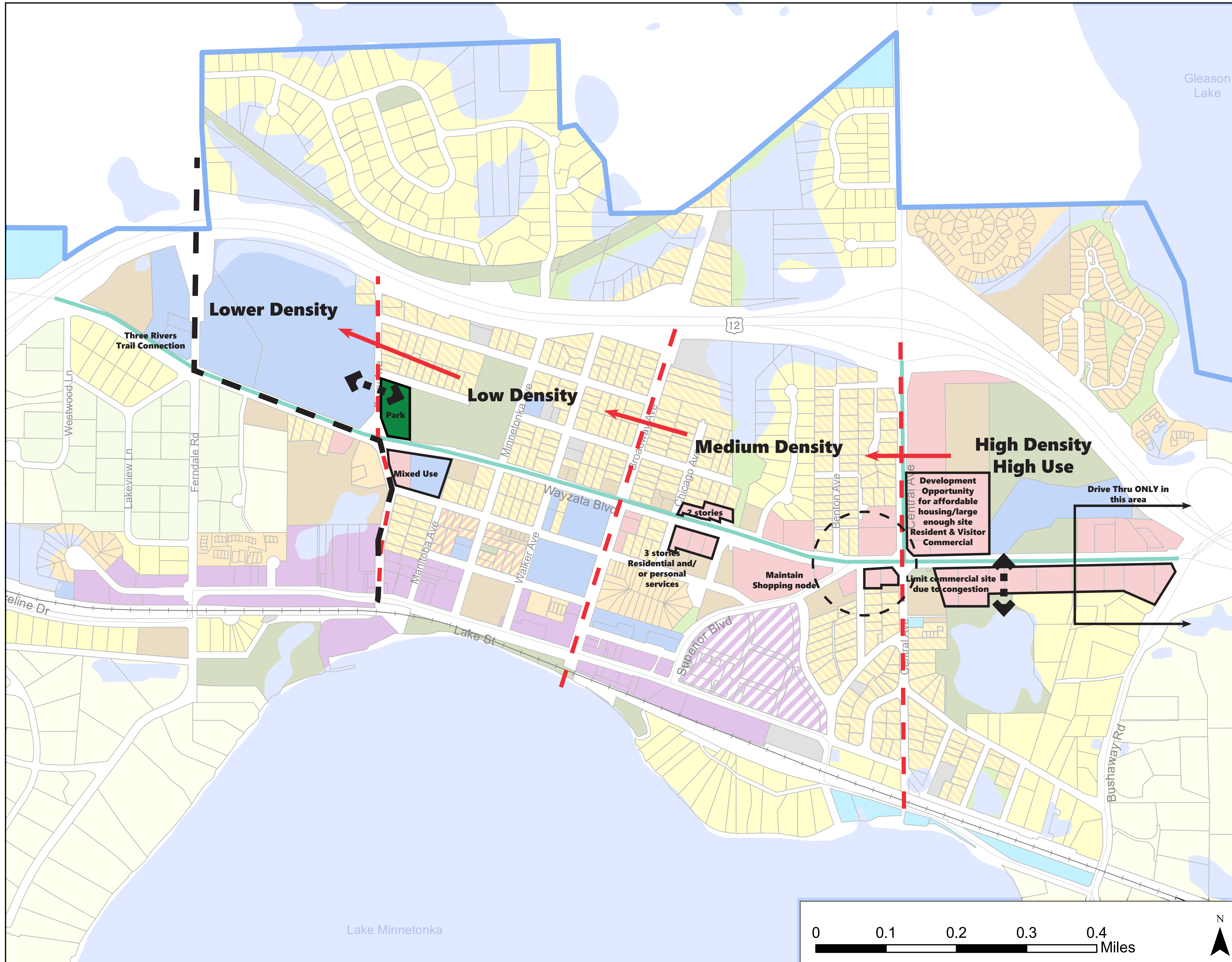
Wayzata Blvd to Highway 12

Mixed-Use Commercial / Residential
 75% Residential (Market Rate) and 25% Commercial
 Maximum 5 Stories

Central Core Residential
 Residential - Single Family Residential - Row Housing/Fourplex

High Density Residential
 Residential - Apartments

Institutional / Open Space
 Institutional
 Green Space/Park

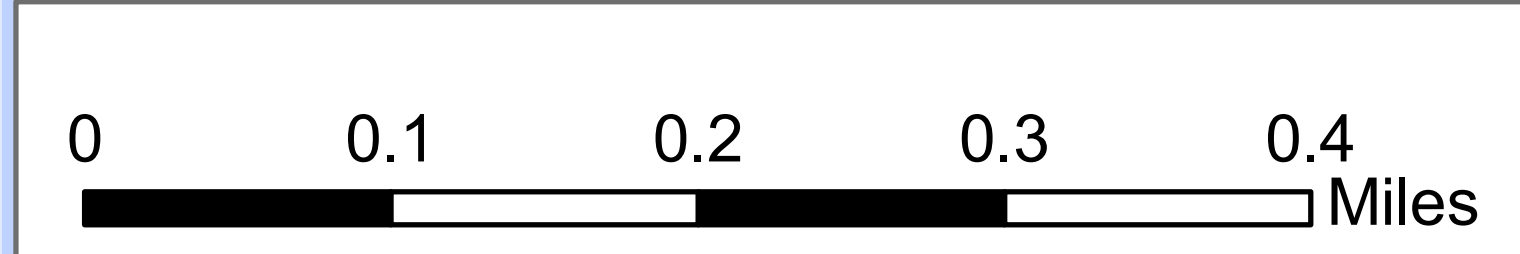


Existing Land Use

Legend

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- High Density Residential - 12 or more units/acre
- Commercial
- Mixed-Use Residential and Commercial
- Central Business District - 20 or more units per acre
- Downtown Mixed-Use District - 20 or more units per acre
- Institutional/Public
- Semi-Public/Private
- Parks
- Public Open Space
- Vacant

Wayzata Boulevard Corridor Study



Highway 12 to Minnetonka Ave



Mixed-Use Commercial / Residential

Tall needs setbacks
Community Opportunities



Central Core Residential

Highland Apartments



High Density Residential



Institutional / Open Space

Residential Row Housing

Buy WMS Site?!

Minnetonka Ave to Superior Blvd



Mixed-Use Commercial / Residential

Residential Look



Central Core Residential

Allow small business/office uses
C1-A - live/work
Small Scale
Owner Occupied



High Density Residential

Keep



Institutional / Open Space

Superior Blvd to Highway 12



Mixed-Use Commercial / Residential

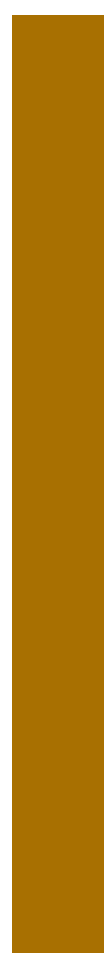


Colonial Square/
North Transit End and
Parking Hub

Ways to "Sneak Out"



Central Core Residential



High Density Residential

Best opportunity for high-density



Institutional / Open Space

Green Space Park

Wayzata Blvd to Highway 12



Mixed-Use Commercial / Residential



Central Core Residential



















High Density Residential

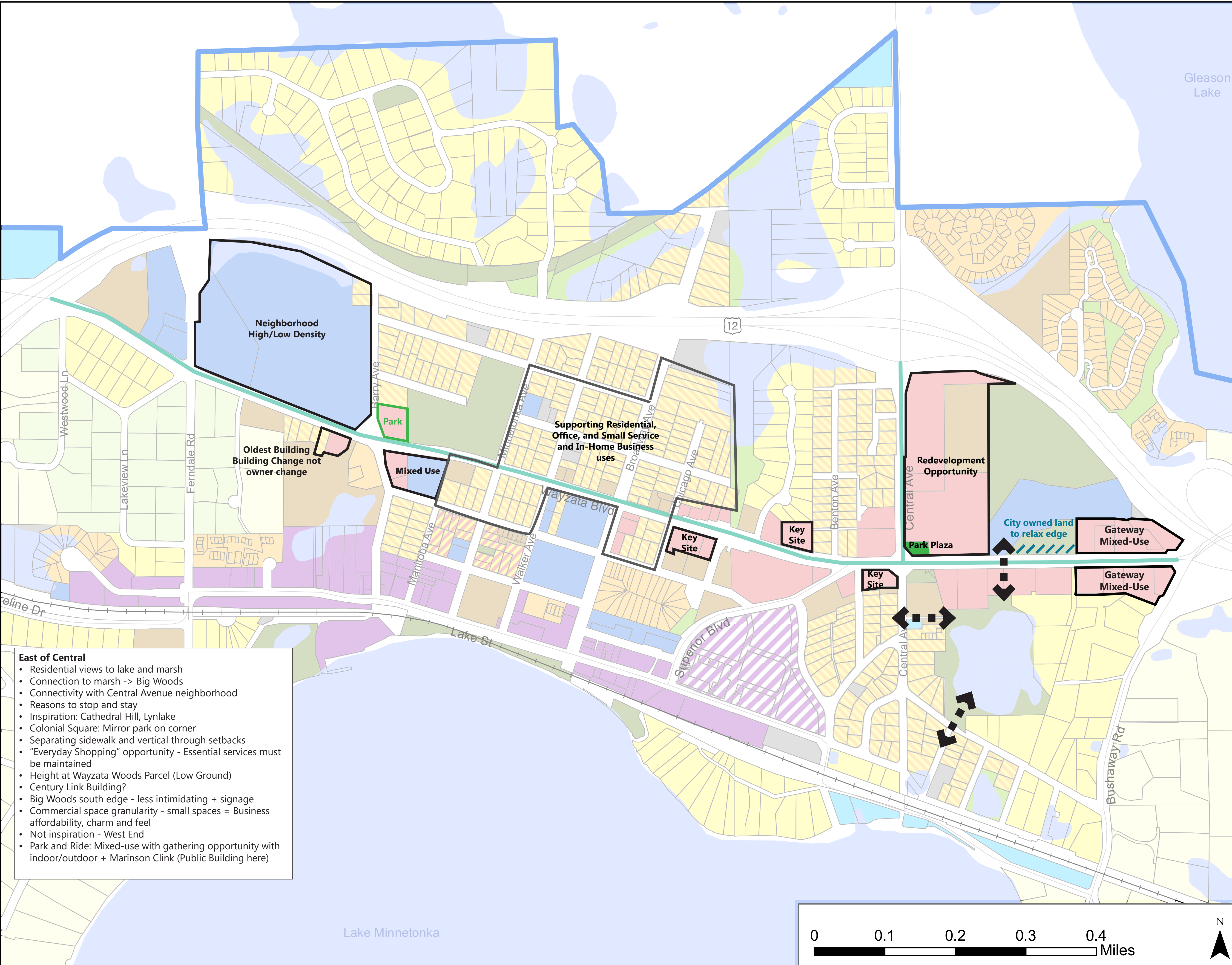


Institutional / Open Space

Existing Land Use

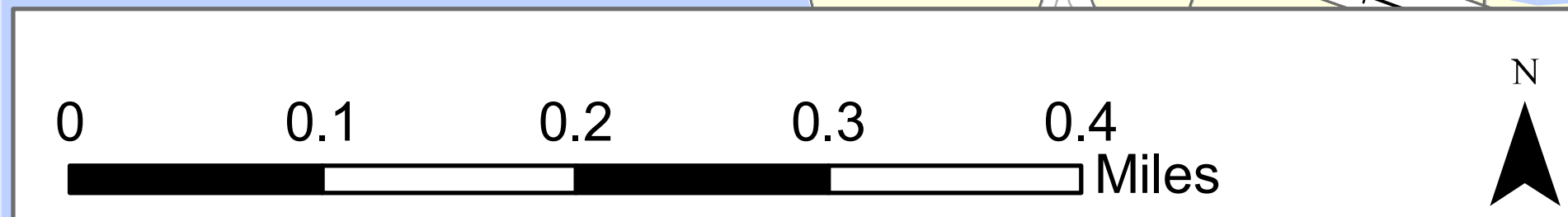
Legend

-  Wayzata Boulevard Corridor Study Area
-  Estate Single Family - 0.25 to 0.5 units/acre
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-  Downtown Mixed-Use District - 20 or more units per acre
-  Institutional/Public
-  Semi-Public/Private
-  Parks
-  Public Open Space
-  Vacant



East of Central

- Residential views to lake and marsh
- Connection to marsh -> Big Woods
- Connectivity with Central Avenue neighborhood
- Reasons to stop and stay
- Inspiration: Cathedral Hill, Lynlake
- Colonial Square: Mirror park on corner
- Separating sidewalk and vertical through setbacks
- "Everyday Shopping" opportunity - Essential services must be maintained
- Height at Wayzata Woods Parcel (Low Ground)
- Century Link Building?
- Big Woods south edge - less intimidating + signage
- Commercial space granularity - small spaces = Business affordability, charm and feel
- Not inspiration - West End
- Park and Ride: Mixed-use with gathering opportunity with indoor/outdoor + Marinson Clink (Public Building here)



Wayzata Boulevard Corridor Study

Highway 12 to Minnetonka Ave

Mixed-Use Commercial / Residential

75% Residential and 25% Commercial

75% Residential and 25% Commercial

Central Core Residential

Residential Single Family

Residential Row Housing

High Density Residential

Residential Row Housing

Residential Row Housing

Institutional / Open Space

School/ Church

Green Space Park

Minnetonka Ave to Superior Blvd

Mixed-Use Commercial / Residential

Residential Row Housing - Smaller units

3 Story mixed use

Medical health fitness

Central Core Residential

Residential Single Family

Residential Duplex/ Fourplex

High Density Residential

Institutional / Open Space

Superior Blvd to Highway 12

Mixed-Use Commercial / Residential

Mixed-Use Vertical Market Rate

Commercial Drive Thru

Larger comm units

Central Core Residential

High Density Residential

Best opportunity for high-density

Institutional / Open Space

Wayzata Blvd to Highway 12

Mixed-Use Commercial / Residential

Central Core Residential

High Density Residential

Institutional / Open Space



WAYZATA BOULEVARD CORRIDOR STUDY

CORRIDOR STUDY COMMITTEE MEETING #5

Thursday, April 20 | 7:30 to 9:30am | Community Room

1 INTRODUCTIONS

- Introductions

2 PROJECT UPDATES

- Project Overview, Schedule, and Recent Activities

3 PURPOSE AND OUTCOME

- What is the intent of the Transportation Charrette?
- What is the desired outcome?

4 EXISTING CONDITIONS OVERVIEW

- Existing Conditions of Wayzata Boulevard

5 DESIGN WAYZATA BOULEVARD

- Design options for Wayzata Boulevard
- **Activity:** Design your own Wayzata Boulevard for each segment

6 TRANSPORTATION & STREETScape IMPROVEMENTS

- Overview of improvement possibilities
- **Activity:** Identify the investment types that should be considered along the four segments of the Wayzata Boulevard study area.

7 NEXT STEPS

- Stakeholder Conversations
- CSC Meeting #6 – Implementation Discussion – May 20th

MEETING SUMMARY

The fifth meeting of the Wayzata Boulevard Corridor Study Committee (CSC) was held on April 20, 2023. The two-hour charrette was held surrounding the topics of transportation, mobility, safety, and streetscape. The presentation included a brief update of the project status, and most of the meeting was focused on activities to design Wayzata Boulevard. A copy of the presentation slides is attached after a summary of the activities.

01 Introductions

Discussion

- All CSC participants drive the Wayzata Boulevard corridor. Some attendees also walk and bike along the corridor for various reasons.

02 Project Updates

Discussion

- The last CSC meeting focused on land use opportunities and is being used to drive analysis and findings.
- The engagement team held pop-up events in February and an Open House in March to engage the community.
- Future CSC Meetings:
 - o CSC #6 – May 18
 - o CSC #7 – June TBD
 - o Final Plan Action - July

03 Purpose and Outcome

Discussion

- The transportation charette is designed to focus on roadway design, spot improvements, and streetscape design.
- Through the activities, CSC members should consider:
 - o Transportation Network; Adjacent Land Uses, Safety Improvements; Access Modifications; Roadway Design Changes; Identity and Sense of Place

04 Existing Conditions Overview

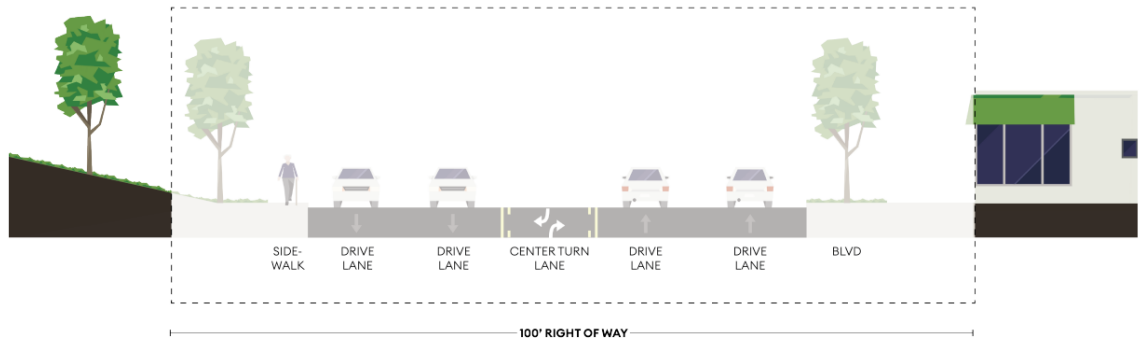
Discussion

- The team reviewed the existing roadway design and conditions of each segment of Wayzata Boulevard – including speed, number of lanes, multi-modal infrastructure, and traffic volumes.
- Example case study roadways were also provided with the agenda for review and consideration.

05 Design Wayzata Boulevard

Discussion

- The CSC members and project team were divided into three groups to create their own design for each segment of Wayzata Boulevard. Each group was given an existing cross section of the roadway and various pieces to represent design options (e.g., driving lanes, bike lanes, vegetation, etc.). The resulting designs and ideas are summarized by section below.



The following designs were created within the activity and include the design features identified (as applicable):

Design 1

Sidewalks	6' sidewalk on both sides
Bike Infrastructure	N/A
Boulevard and Features	10' Boulevard on both sides
Drive Lanes	Two 12' Driving Lanes in each direction
Center Lane/Boulevard	12' Boulevard with left-turn lanes throughout
Notes:	--

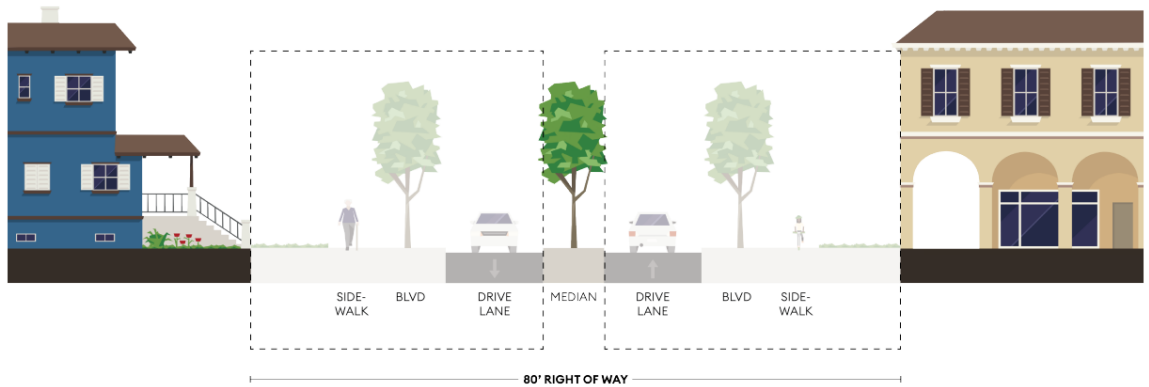
Design 2

Sidewalks	6' sidewalk on both sides
Bike Infrastructure	N/A
Boulevard and Features	10' Boulevard on both sides with lighting
Drive Lanes	Two 11' Driving Lanes in each direction
Center Lane/Boulevard	12' Boulevard OR Center Turn Lane
Notes:	Reduce width of driving lanes to reduce speed.

Design 3

Sidewalks	10' sidewalks on both sides with furnishing zone (benches, bike rack, etc.) on one side
Bike Infrastructure	None
Boulevard and Features	10' Boulevard on both sides
Drive Lanes	Two 11' Driving Lanes in each direction
Center Lane/Boulevard	Wide planted median
Notes:	--

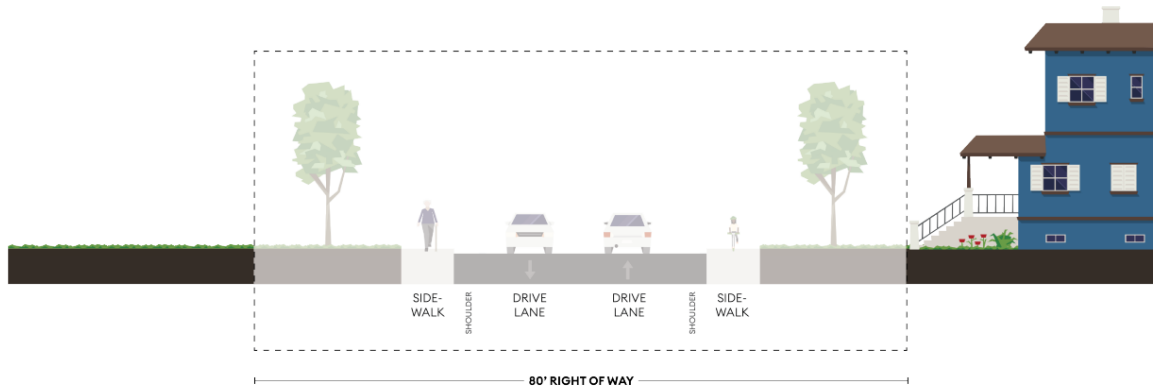
Wayzata
Blvd -
Central to
Bushaway



**Wayzata
Blvd –
Minnetonka
to Central**

One table provided specific design recommendations for this segment, as noted below. Other tables commented about the height of plantings in the median, and suggested maintaining the design as it is today.

Design 1	
Sidewalks	6' sidewalk on both sides
Bike Infrastructure	None
Boulevard and Features	8' Boulevard on both sides
Drive Lanes	One 11' driving lane in each direction with on-street parking on either side
Center Lane/Boulevard	10' Boulevard
Notes:	--



**Wayzata
Blvd –
Highway 12
to
Minnetonka**

The following designs were created within the activity and include the design features identified (as applicable):

Design 1	
Sidewalks	6' sidewalk on both sides
Bike Infrastructure	2-way raised bikeway on the south side
Boulevard and Features	8' Boulevard on both sides
Drive Lanes	One 11' driving lane in each direction
Center Lane/Boulevard	6' Boulevard OR center turn lane
Notes:	--

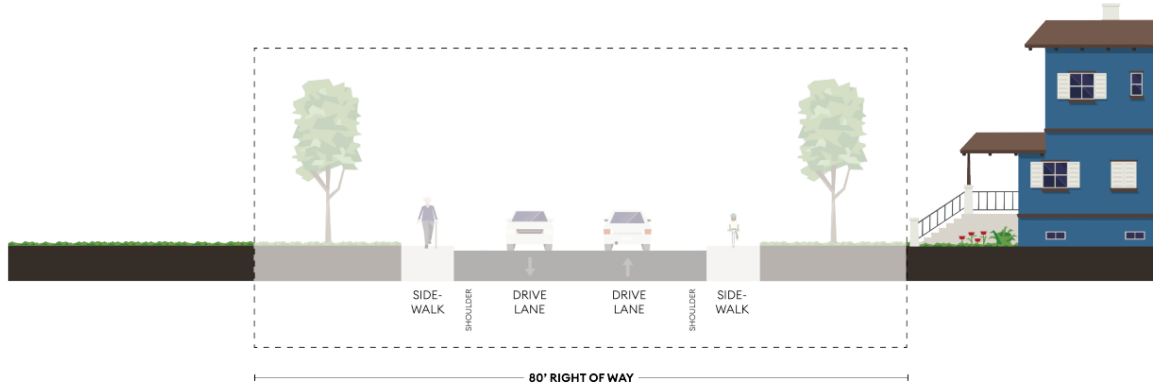
Design 2

Sidewalks	8' sidewalk on both sides
Bike Infrastructure	Protected bike lane on both sides
Boulevard and Features	6' Boulevard on both sides
Drive Lanes	One 12' driving lane in each direction
Center Lane/Boulevard	None

Design 3

The group desired three improvements to this section:

- Increase tree canopy; Increase pedestrian connections; Consider roundabouts for Ferndale and/or Barry



The following designs were created within the activity and include the design features identified (as applicable):

Design 1

Sidewalks	6' sidewalk on both sides
Bike Infrastructure	None
Boulevard and Features	8' Boulevard on both sides
Drive Lanes	Two 12' driving lanes in each direction
Center Lane/Boulevard	None

Design 2

Sidewalks	Sidewalk on both sides
Bike Infrastructure	None
Boulevard and Features	Boulevard on both sides
Drive Lanes	Two driving lanes in each direction
Center Lane/Boulevard	None
Notes:	Add greenspace and remove the south central to Colonial Square.

Design 3

Sidewalks	6' Sidewalk on both sides
Bike Infrastructure	None
Boulevard and Features	10-12' Boulevard on both sides
Drive Lanes	One 11' driving lane in each direction
Center Lane/Boulevard	Center Turn Lane and/or Planted Median

**Central Ave
– Highway
12 to
Wayzata**

06 Transportation & Streetscape Improvements

Each group was also provided with an aerial to identify specific spot improvements or ideas throughout the study area. The follow summarizes the discussion by section or location. Discussion items that were mentioned more than once are identified with a (#) at the end to represent the number of appearances.

Discussion

- **Wayzata Boulevard: Highway 12 to Minnetonka**
 - Gateway to Wayzata is at the intersection with Ferndale. (2)
 - Explore a potential interchange at Ferndale and Highway 12. (2)
 - Intersection improvements needed at Barry Avenue and Wayzata Boulevard – signal, refuge, etc.
 - Close sidewalk gap west of Minnetonka Avenue on south side.
 - Prioritize bike connection between Barry Avenue and Ferndale Road (consider on-street protected bike lane.
 - Consider a roundabout at Ferndale Road and Wayzata Boulevard.
 - Provide a trail between Barry Avenue and Ferndale Road.
 - Extend the raised median design to Barry Avenue
 - Consider a Flashing Beacon at Minnetonka Avenue and Wayzata Boulevard.
 - Consider a roundabout at Barry Avenue and Wayzata Boulevard.
- **Wayzata Boulevard: Minnetonka to Central**
 - Complete sidewalk improvements as needed.
- **Wayzata Boulevard: Central to Bushaway**
 - There are pedestrian issues between Benton Avenue and Central Avenue for crossing Wayzata Blvd and navigating the intersections.
 - It is hard to take a left onto Wayzata Boulevard from Benton Avenue.
 - Making a left onto Wayzata Boulevard from the Colonial Square access is challenging.
 - There are too many access points between Birch Bend Lane and Bushaway Road that result in many questionable left turns.
 - Provide mid-block crossings with a flashing beacon at two locations along Wayzata Boulevard. Consider roundabouts at these locations to facilitate U-turns for drivers.
 - Gateway to Wayzata is at the intersection with Bushaway Road.
- **Central Avenue: Highway 12 to Wayzata**
 - Close southern access to Huntington Bank/Colonial Square. (2)
 - Explore U-turn options for northbound to southbound movement.
 - Left turns from SB Wayzata Boulevard to the norther Colonial Square access are difficult. Could it be improved by adding a turn lane and reducing the northbound movement to one lane in this section?
 - Consider a three-lane section with sidewalks.



WAYZATA BOULEVARD CORRIDOR STUDY CORRIDOR STUDY COMMITTEE #5

April 20, 2023



Agenda

- 1 Introductions
- 2 Project Updates
- 3 Purpose and Outcome
- 4 Existing Conditions Overview
- 5 Design Wayzata Boulevard
- 6 Transportation & Streetscape Improvements
- 7 Next Steps

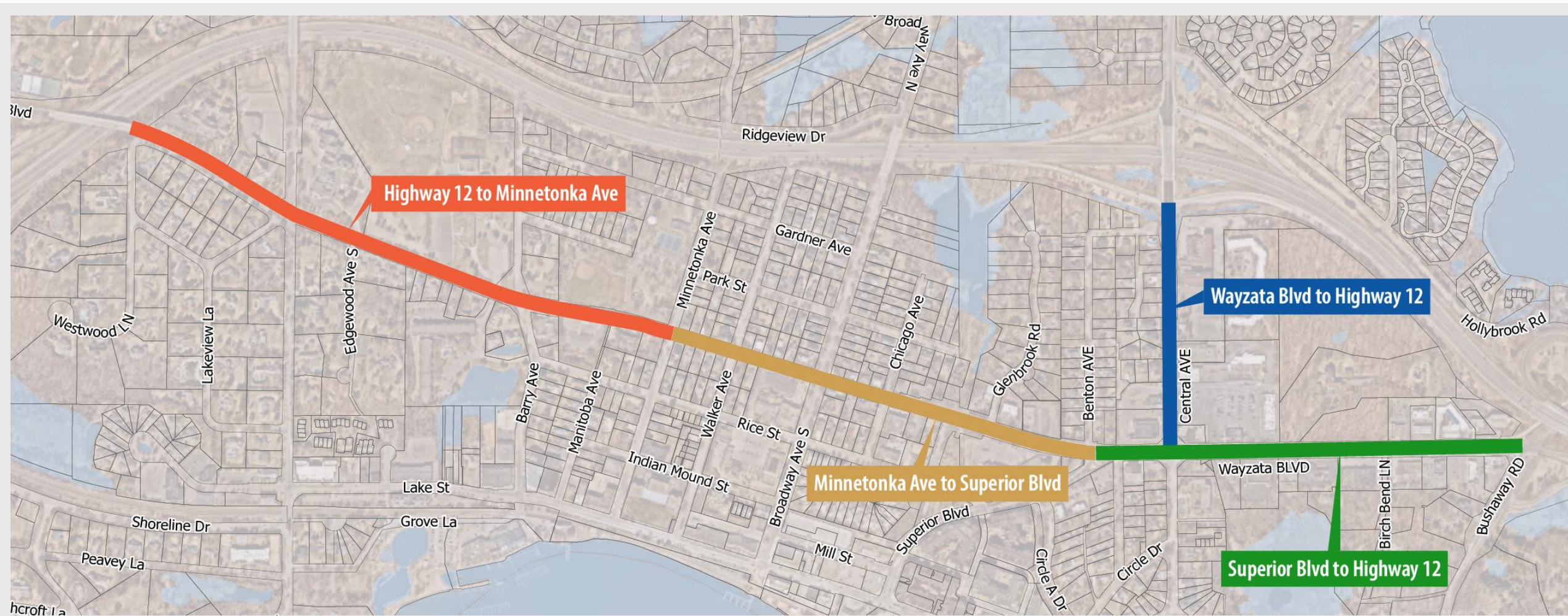


Introductions

- Name
- Council/Committee Representation
- Ice Breaker: How do you currently move along Wayzata Boulevard?



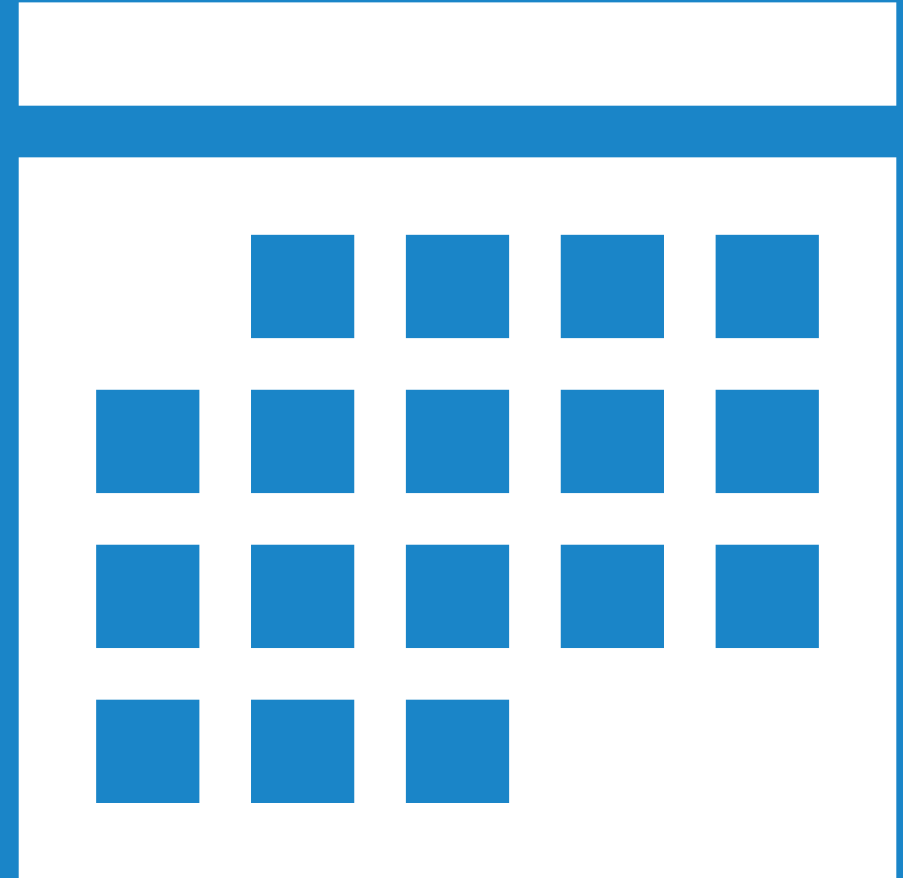
Project Updates



Project Updates

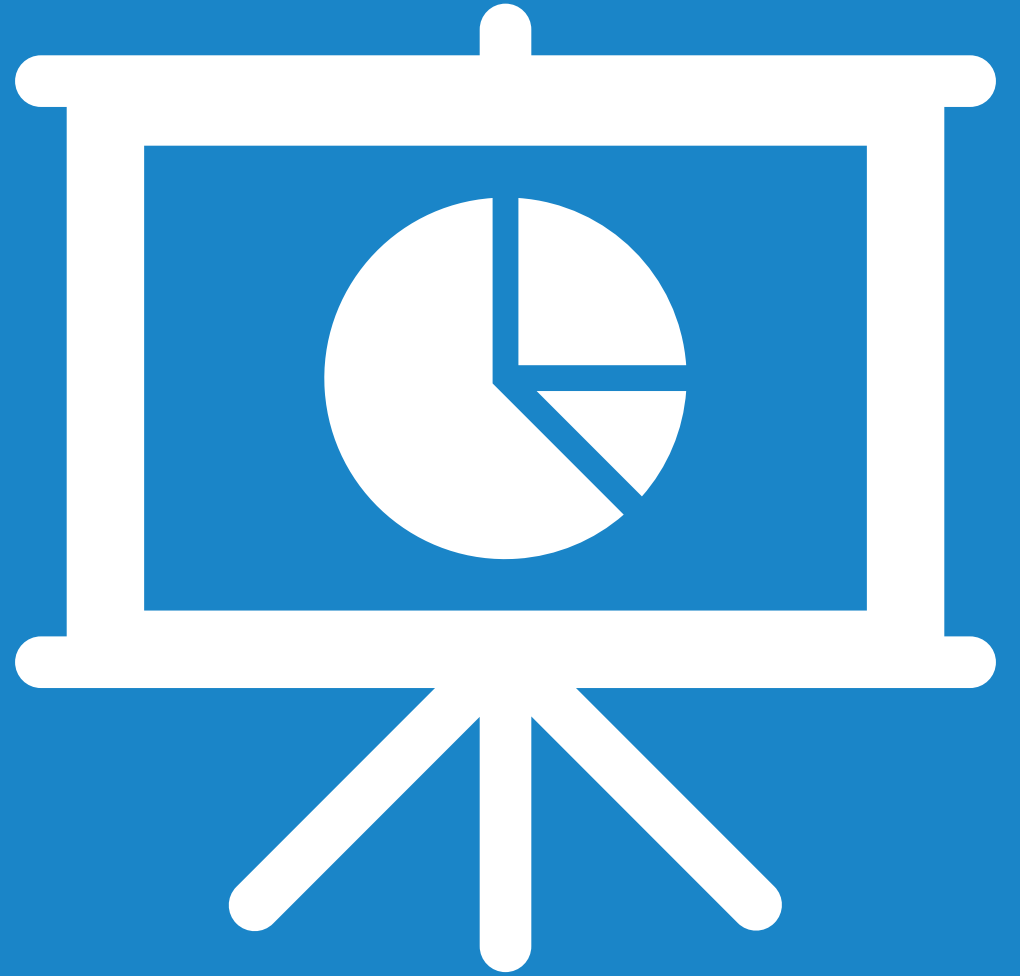
- CSC Meeting #5 – Land Use
- February Pop-Up Events
- March Open House

- Schedule Update
 - CSC #6 – May 18
 - CSC #7 – June
 - Final Plan Action - July



Purpose and Outcome

- What is the intent of the Transportation Charrette?
- What is the desired outcome?



Purpose and Outcome

- 
- **Roadway Design**
 - **Spot Improvements**
 - **Streetscape Design**

Consider:

- Transportation Network
- Adjacent Land Uses
- Safety Improvements
- Access Modifications
- Roadway Design Changes
- Identity and Sense of Place

Existing Conditions Overview

Transportation Characteristics
and Conditions

- Speed
- # of Lanes
- On-Street Parking
- Multi-modal Infrastructure
- Sidewalks and Trails
- Volumes



Wayzata Blvd – Central to Bushaway



Wayzata Blvd - Minnetonka to Central



Wayzata Blvd - Highway 12 to Minnetonka



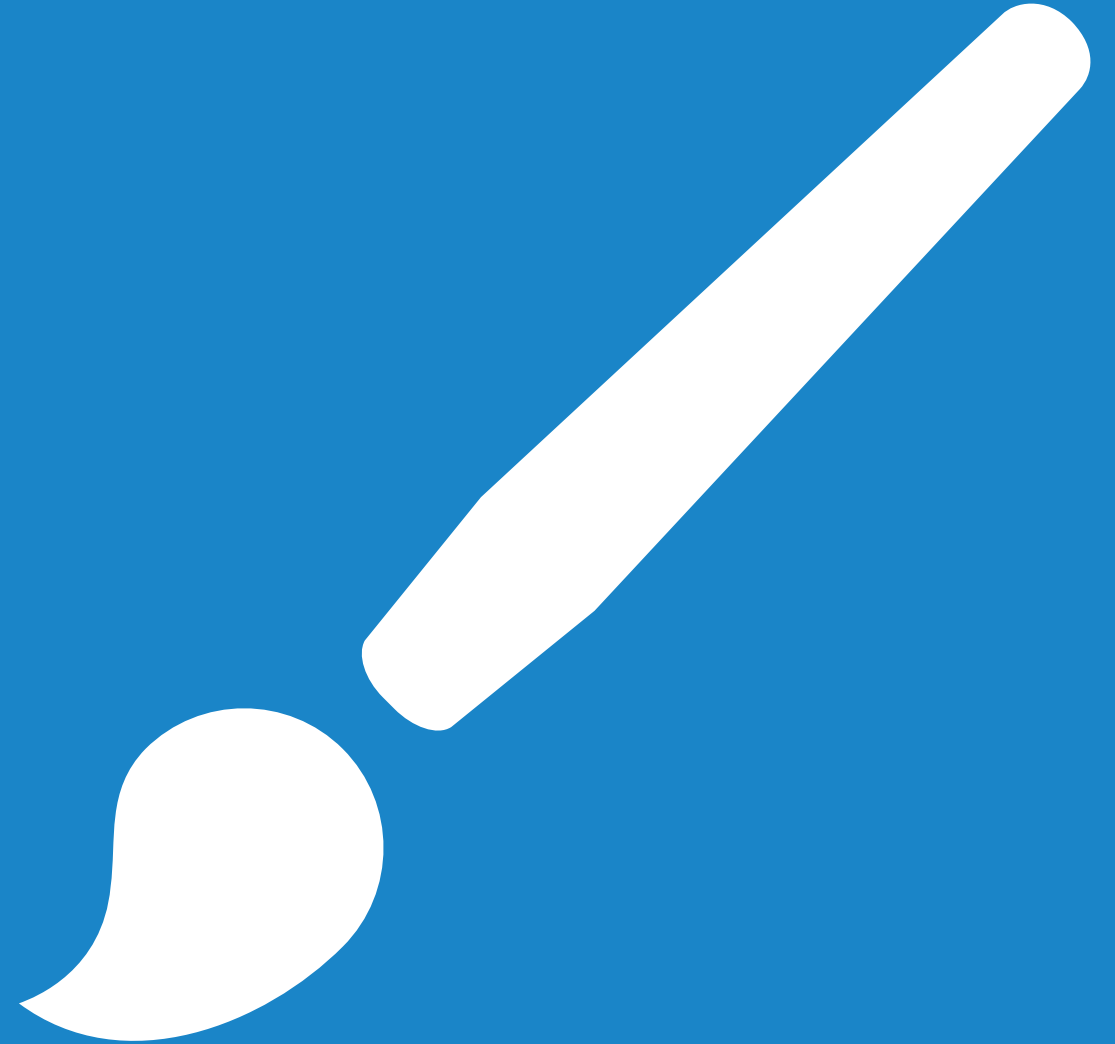
Central Ave - Wayzata Blvd to Highway 12



Design Wayzata Boulevard

ACTIVITY

- Create your own design for each segment of Wayzata Boulevard
 - Driving lanes
 - Sidewalks
 - Bike Lanes
 - Vegetation
 - Adjacent Development



Transportation & Streetscape

ACTIVITY

- What are the spot improvements or considerations we need to address?
- Where are there opportunities to showcase the Wayzata charm and sense of place?



Next Steps

- Meeting #6: Implementation Discussion – May 18
- Stakeholder Conversations
- Corridor Study Development



APPENDIX C: REFERENCES

Appendix C: References

The following documents are referenced throughout the corridor study and are appended by reference.

Wayzata Design Standards Handbook

City of Wayzata Wayfinding Plan

Wayzata 2040 Comprehensive Plan

City of Wayzata Strategic Plan 2019-2023

Hennepin County Capital Improvement Program